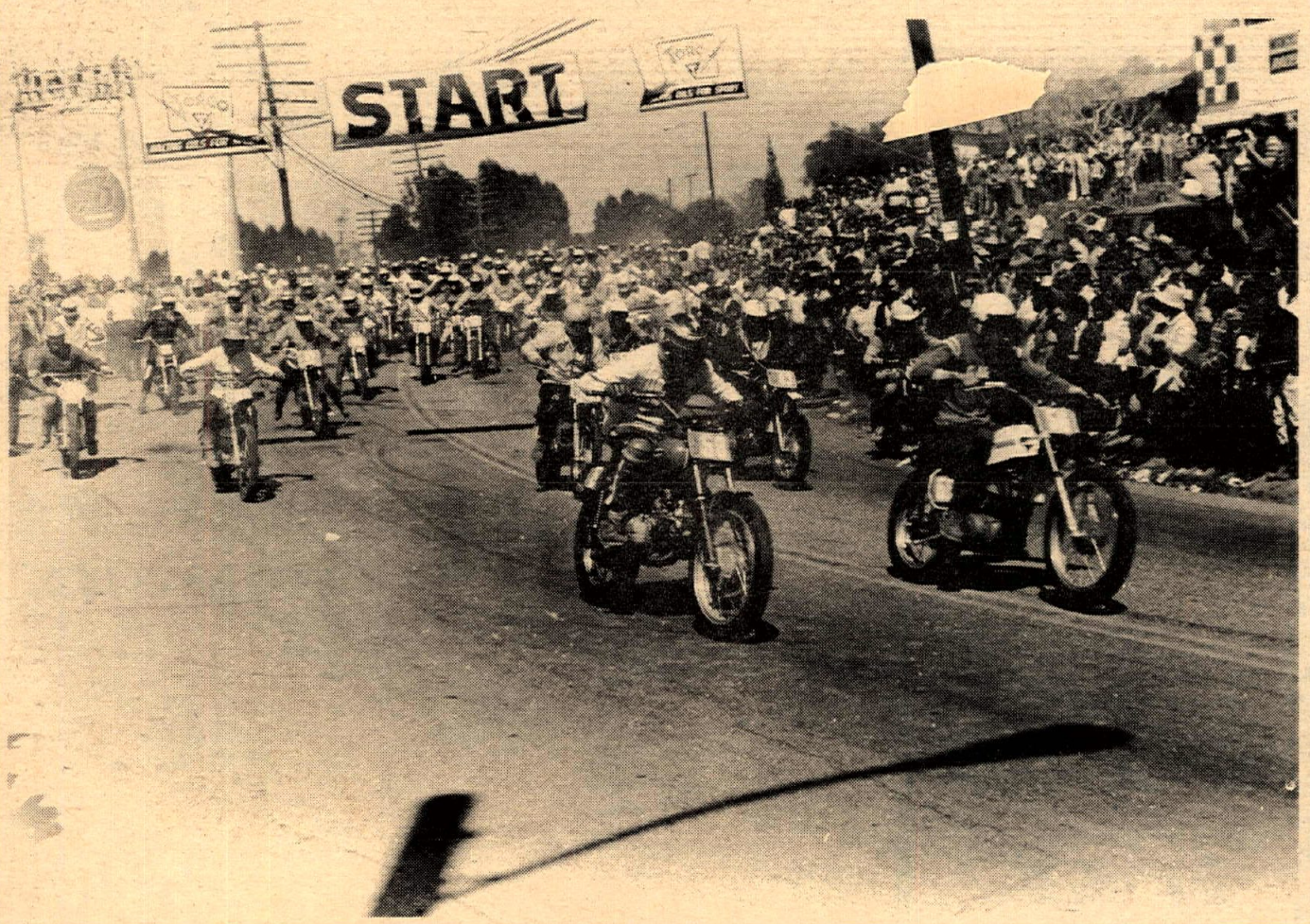
VOLUME VIII NUMBER 9 March 16, 1971 PRICE THIRTY CENTS

Cycle News WEST



TOP: Elsinore's only double winner in its four-year history is John DeSoto (CZ). BOTTOM: The hectic start of 100 miles of pavement-and-dirt racing through the hills and streets of Lake Elsinore, Calif.

INSIDE ACTION

Industry Takes Hold

WASHINGTON, D.C., March 3, 1971 — In a major, 48-hour meeting of the Motorcycle Industry Council (MIC), plans were formulated for a nation-wide attack on the current rise in legislation against off-road vehicle use. Actions which will affect every cyclist in the United States are currently underway on local, state and federal levels. For important details see page 3.

Smith Breaks Into 8's

BAKERSFIELD, CAL., Mar. 7, 1971 — Joe Smith of West Covina, Cal., powered his 102-inch, fuel burning Harley-Davidson to a world's fastest qualifying time of 8.975 seconds and went on to win the Top Fuel Eliminator at the 13th Annual Bakersfield March Fuel and Gas Championship. Tony Nicosia took top Street Eliminator on a Kawasaki H-1.

(See page 6)

Elsinore Draws 100,000

By Ron Schneiders

ELSINORE, CAL., Mar. 7-8, 1971 — There may be races in California that are tehcnically more sophisticated, or better determinants of a rider's ability, but there are certainly none that are more popular with the spectators than the collosal show at Elsinore. Even on Saturday for the secondary event (the lightweights), spectators lined all but the most remote areas of the course, sometimes several deep, and since the course is almost 10 miles around, that's a lot of bodies. At the starting line there was a crush of people that is just all but unknown in the motorcycling sport.

To assure the proper Bachinnalian atmosphere for the festival, hundreds of bright balloons were released, planes and helicopters flew low over the crowd, and there was even a carnival, that gaudy lights and popcorn symbol of mid-America. Banners and ribbon were everywhere. Adding their own color and colors to the event were a couple thousand road riders, all decked out in everything Superglide pink brocade to iron crosses and cut-offs.

(Please turn to pg. 16)

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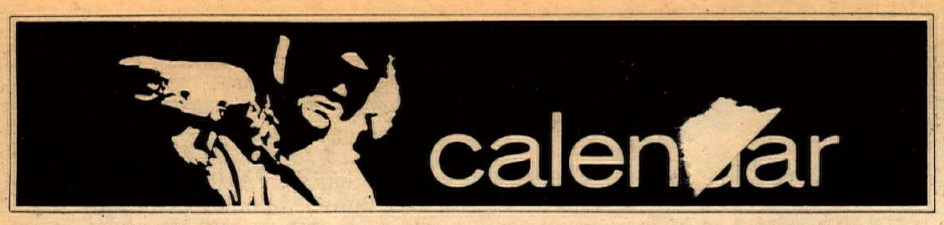
2499 Cerritos Ave. Long Beach, Ca. 90801 (213) 427-7433



MON-SUN., MAR. 8—13

SPEED WEEK at Daytona International Speedway, Daytona Beach, Florida. Week's events finished with AMA 200-Mile National Road Race.

FRIDAY, MARCH 12

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

M/C MOVIES at Trophy Cycles, 184 San Antonio Rd., in Mt. View, Cal. Take Hwy 101 to San Antonio Exit, W. to San Antonio Circle. Info: (415) 941-7317.

SATURDAY, MAR. 13

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

Night Races

SUNDAY, MAR. 14

MOTOCROSS by M/C Racers Assn., limed from Nash Rd. & Cienega, Hollister, Cal. $5 mail entry to MRA, 369 Matthew St., Santa Clara, Cal. 95056, $10 post. Signup at 7:30. 125/250/Open — Nov/Inter/Ex. All comp. cards OK. Info: (408) 246-5660.

ENDURO, 100 miles, by Chaparral's M.C. limed from Bessemer Mine Rd., 16 mi. E. of town of Lucerne Valley. $5 mail to 1062 Gentle Dr., Corona, Cal., 91720, no post. Start at 7:01, A & B riders, Hwt/Ltwt/Trail. Mufflers required, no open exhausts. Entry closes Mar. 5; drawing for No. Info: (714) 737-1651, 528-3007.

CMC MOTOCROSS in St. Jon's Metisse Trophy MX Series at Carlsbad. $5 mail entry to Box 1402, Costa Mesa, Cal., 92626 closes five days before event. $10 post entry. Signup closes at 9:30, race at 10.

INDOOR SHORT TRACK by Shoreline Lions Club at Monroe, Wash., follow signs from Interstate 5 in Everett to Monroe Fairgrounds. $2 entry with proceeds to charity. Signup at 11, race at 1. 125/250 — Nov/Ex, plus minis. Info: (206) 743-3172.

MOTOCROSS by Polka Dots M.C. at Cal Expo. $2 to ride or watch. Signup 7:30-10, race at 10:30, 3 No. plates, Dist. 36 rules. 125/250/Open. AMA sportsman card required.

HARE SCRAMBLES by 100's M.C. limed on Hwy. 395 N. from Adelanto, Cal. 100 mi. Jr/Ex. start at 9, Nov. at 9:15. Nov. trail one loop. AMA sanct., Dist. 37 pts. Info: (213) 331-4058 — Larry.

EUROPEAN SCRAMBLES by RV Enterprises for beginners and novice class racers only, limed 5 mi. N. of Adelanto on Hwy 395. First race at 9, special class for racers under 16. Finisher pins plus 20% trophies. Info: (714) 735-4641, (213) 370-8234.

MOTOCROSS by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Info: (206) 274-6881.

GRAND PRIX, "the Great Race" by Optimist Club and ACE at Indian Dunes with $2100 purse to Sr., 50% entry trophies to Jrs. $7.50 mail to Optimist Race, Box 85, Newhall, Cal. 91361; $10 post. Trophies to all girl finishers. New 5 mile course.

ROUGH SCRAMBLES by Hayward M.C. at Wayward Speedway, at the foot of Depot Rd. AMA sanct. $3 to ride or watch, post entry only. Signup 9-11, practice at 9, race at noon. All classes except Powder Puff. Info: (415) 656-3141.

HARE & HOUND by Blyth M.C. limed from U.S. 10 W. of Blyth, Cal. $3.50 bikes; $20 mail or $25 post for buggies and jeeps to Desert Cycle Center, 9583 E. Hobsoway, Blyth, 92225. Riders meet at 9:30, race at 10; buggies and jeeps pract. at 10:15, race at 12:30. 30% trophies to bikes, 75% entry cash to buggies and jeeps. Info: (714) 922-4258.

MOTOCROSS by Nevada Trail Blazers M.C., limed from Interst. to 80 & Pyramind Way in Sparks, Nev. AMA sanct. $2.50 entry, $2 admission. Signup 8-11, race at noon. 125/250/Open — Nov/Jr/Ex. Info: (702) 358-8141.

ACA MOTOCROSS by Sagebrushers at Saddleback Park. $3 mail entry plus $3 gate ($1 for each additional class or machine) to 106 N. Claudina Suite 312, Anaheim, Cal., 92805 closes Mar. 12. $10 post and $3 gate fee. All Jr., Inter. & Sr. classes. Pits open at 8, race at 10. 3 No. plates, and ACA license. Info: (714) 774-3222.

TT RACES by Perris M/C Rec. Center at Perris, Cal. $3.50 member entry, $4.50 non. Gates open at 9, practice at 10, race at 11. Membership and race info: (714) 657-3678 or write P.O. Box 371, Perris, Cal., 92370.

PNTA TRIALS, Can-Am Challenge, by Westwood Trials Club at Westwood Racing Circuit near Vancouver, B.C. Info: PNTA, Box 131, Weston, Ore., 97886.

MOTOCROSS by Humboldt Hustlers M.C. at Garberville MX Park, 8 mi. S. of Garberville at KOA Campground; 4 race series. Gates open at 8, signup/pract. 9:30-10:30, race at 11. $2 signup/pract. 9:30-10:30, race at 11. $2 to ride or watch, under 12 free. Info: (707) 923-2529, 923-2615.

GRAN PRIX at Orange Co. International Raceway. Junction of Santa Ana Frwy and Laguna Frwy.

MOTOCROSS by Stockton M.C. at Carnegie Cycle Park. $2.50 admission, $1.50 to ride. Signup 8-10 ($1 extra 10-10:30, closes at 10:30, race at 11. AMA sanct. Info: (209) 466-5872, 463-7283.

MOTOCROSS by Tijuana M.C. at Rodriguez Dame, Tijuana, Baja Cal., Mexico. Take No. 2 Tecate Hwy 5 mi. E. of Tijuana, limed from Caliente RAce Track. $3 entry plus 50 cents gate to 1186 Paxton Dro., Imperial Beach, Cal., 92032. Signup 9 a.m., race at 11. 100/125/250/500/Open — Nov/Ex. Info: (714) 423-0498.

MINI-SCRAMBLES for mini-bikes and mini-cycles by SCMBKA at Saddleback Park. $2.50 member, $4 non. Signup 8-10, practice 8:30-10. Classes from 6 years, hp 1-over 7. Race according to age and hp. Info: (714) 548-0269.

TT RACES by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate.

THURSDAY, MAR. 18

TV M/C SHOW on KHJ, Channel 9 in Los Angeles. "World of Two Wheels". Film includes TT Scrambles by Salinas Ramblers, AMA speed runs at Bonneville, CMC Motocross at Carlsbad and Hare & Hound by Checkers M.C. Starts at 9:30 p.m.

SATURDAY, MARCH 20

ACE MOTOCROSS, all Jr. Day at Indian Dunes. Trophies $5 entry. Signup at 6:30, race at 9. Info: (805) 259-8000.

SAT. & SUN., MAR. 20-21

MOTOCROSS PRACTICE at Huntington Beach Cycle Park, 7561 Talbert. $1.50 per rider per day. Open 10-4 both days.

SUNDAY, MAR. 21

ICE RACING by Dusters of Colorado Springs at Rainbow Falls Park between Woodland Park and Deckers. Signup closes at 10:30, race at 12:30. $2 entry, SRAC points. 125/175/250/Open — 3rd wheel 125/Open. No chains or studded tires. Info: (303) 633-9840, 473-3277.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge, AMA sanct. 3 No. plates required. $2 to watch, $4 to ride, late signups $5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

MOTOCROSS at Deadman's Point in Apple Valley, Calif. All classes. Practice at 8, race at 10. $2 gate entry, $2 race entry for members, $2.50 non.

CMC MOTOCROSS at Saddleback Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes five days before event. $10 post. $3 admission to park to ride or watch. Signup closes at 9:30, race at 10.

WENDOVER CROSS COUNTRY by Stateline Hotel & Casino and Jim's Saloon & Casino, 13 mi. W. of Wendover, Utah off Hwy 40. $1200 guaranteed purse. 100 mi. team race of one 9-125cc bike and two 0-Open. $6 mail entry per rider closes Mar. 14. $8 post. Race at noon. Info: (801) 322-0061 or write 822 S. State, Salt Lake City, 84111 and ask about Riders Package.

ACA MOTOCROSS at Carlsbad Raceway. $6 mail entry (includes gate) to 106 N. Claudina Suite 312, Anaheim, Cal. 92805 closes Mar. 19. $10 post plus $3.00 gate; $1 for each additional class or machine. All Jr/Inter/Sr. classes. Pits open at 8, race at 10:30. 3 ACA No. plates and license req. Info: (714) 774-3222.

CANCELLED

POKER RUN by Hi-Way Kings M.C. starts at Long Beach H-D, 3654 Long Beach Blvd., Long Beach. $2 donation (25 cents per entry donated to SCMA Hathaway Home Children's Benefit.) Start 8-10. Info: (213) 258-1023, (714) 522-4752, (805) 259-0925.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Info — (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH at Indian Dunes

Classes by age and horsepower. $2.50 entry fee to members, $3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. — (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.

Indian Dunes Park. 300 odd acres of land. Big bikes and Minis on separate course. Gen. Adm. $2.00, Entry Fee $5.00. Open 7-days a week.

TRACK FOR RENT MX, TT, Rough Scrambles

H-B Cycle Park & 395 Cycle Park. $150.00 Non-Refundable—30 days in advance, incld. water truck. All riders entry and gate fee to club. HRA Ambulance, $10 per hr. No charge to rider. 13671 Suetter Ave., Westminster, Ca.

ACE MOTOCROSS at Indian Dunes. Trophies to Jrs., $1000 guarnateed purse to Srs. $5 mail entry to ACE, Box 174, Newhall, Cal. $7.50 post. Signup 6:30, race at 9. Info: (805) 259-8000.

PROFESSIONAL HILLCLIMB at Jolly Roger Hill, Seattle, Wash. AMA sanct. 400' hill. Signup closes at 12:30, climb begins at 1. East of Interstate 5 at 216th So., Seattle. $2.50 admission.

TT RACES by HRA at 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate. Free overnight camping OK.

(Please turn to pg. 25)

a c e

Motocross Schedule
& up coming events

at
Indian Dunes Park

Mar. 14 * — Optimist Combo Cross
Sign-up 6:30 — 1st race 9 am — Trophies to Jrs. — Cash to Srs. — $5.00 entry — 3 No. plates — 3 motos.

Mar. 20th — All Jr. Motocross

Mar. 21st — Jr. & Sr. Motocross
($1000.00 cash to Sr.'s —
Mail entry $5. — $7.50 post)

Mar. 28th — AMRA Mini Bike G.P.
(all new 1 mile course)

*Special entry this event

ACE
28700 Saugus—Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

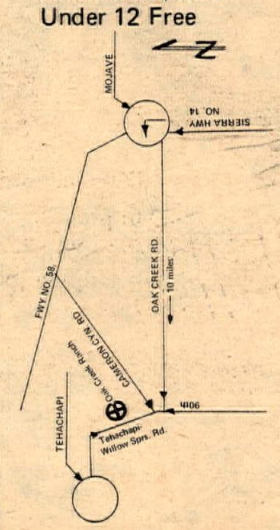
RIDE WITH THE BEST

RIDE CMC EVENTS

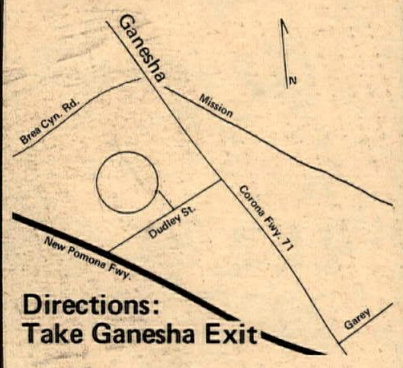
MOTOCROSS

March 14th Carlsbad
(Steen's Series
March 21st Saddleback Park
March 28th Osteen Park
(Steen's Series)
April 4th Osteen's Park
— RAIN or SHINE —
3 Plates Req
Gates open at 7:30 a.m., racing at 10:00 a.m.
CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

March 21st.
MOTO X
AT
OAK CREEK RANCH
3 MOTO PROGRAM
100cc JR — Powder Puff
125/250/Open JR/SR
$SR., GOLD JR.
Practice 7:30-9:30
Race 10:00
Entry Fee $2.50
Admission $1.50
Under 12 Free



now open
Claude Osteen motor bike park in POMONA
ride on 200 acres of rolling hills
ride the motocross course
new Mini-Bike Park
have you tried the fine new MX track in Pomona.



Directions:
Take Ganesha Exit

8-5 Sat-Sun. & Holidays
1:30-5 Weekdays, Closed Thursdays
Admission: $1.50 per motorcycle & Mini Cycle
$1.00 Per Mini Bike
.50 Per person +10% tax
for info.: write 610 Cherry St., Brea, Ca. 92621

INDUSTRY TAKES HOLD

The second annual meeting of the Motorcycle Industry Council (M.I.C.) was held in Washington, D.C. on March 3. This association represents a unified effort of over 90% of the manufacturers, distributors, and allied trades of the motorcycle industry. The Council works closely with many national and state agencies in various matters including legislation, safety education, land use and ecology.

The Honoroable Harrison W. Loesch, Assistant Secretary for Public Land Management (BLM) was the keynote specaker at the M.I.C. annual dinner. The Honorable Glenn M. Anderson, Congressman from California, also attended the function as a guest. Anderson represents the Torrance, Carson, Gardena area and is a former speedway racer.

Board of Director members and officers were elected for 1971 as follows: PRESIDENT; E. W. (Pete) Colman, BSA, Inc. VICE-PRESIDENT: Matt Matsuoka, American Honda Motor Co. SECRETARY-TREASURER: John Harley, Harley-Davidson Motor Co. ASSISTANT TREASURER: Richard Orth, U.S. Suzuki Motor Corp.

Other Directors elected or re-elected were: YOJI HMAWAKI – Kawasaki Motors Cop. TERRY TIERNAN – Yamaha International Corp. JOHN TAYLOR – Yankee Motor Corp. TED BURKE – American Jawa Ltd. TOM HEININGER – Webco, Inc. CHUCK CLAYTON – Cycle News, Inc. THORNTON COOKE – Management Insurance Consultants, Inc. JOHN JACOBSON – Massachusetts Motorcycle Dealers Association.

Burke was named to head the Membership Committee. Clayton was named deputy to Land Use Committee Chairman John Taylor.

President Colman announced a request from Dept. of Transportation to teach their personnel how to ride motorcycles and asked the industry to make a dozen or so different kinds of cycles available for their use. This the MIC readily agreed to do. So far, the feds who ride has been the most senisble as regards to motorcycle regulations. When all of them get "bugs on their teeth," they may discover that the motorcycle offers real solutions to the problems of personal transport, parking and pollution that now plague the government.

Public relations committee chairman Dick Orth reported that the outdoor billboard campaign of free public service announcements ("Careful, He's Harder To See") was complete, and many of the billboards are already visible in Washington state and California. The rest of the billboards should be up within the month. Orth asked for $58,000 budget to publish posters, make a movie and tape recorded announcements for free airplay and to manufacture identification placques for dealer associate members.

"LAND USE" TACKLED

John Taylor, chairman of the Land Use Committee, reported on the progress of the much-needed survey of motorcycle parks (still one week until completion) and announced that M.O.R.E. lobbyist Russ Sanford has agreed to serve as Field Service Regional Director to represent the M.I.C. at legislative meetings and hearings in the West. $7500 was budgeted for Mr. Sanford's services. Taylor also won budget funds for a study of the effects of motorcycle tires on the soil ecology, to be carried out by an independent agency, as well as funds for land use public relations and other expenses totalling $56,000 for six months.

Recognizing land use as the number one problem facing motorcycling today, Taylor and his deputy Chuck Clayton promised that the motorcycle industry's interests would be represented at all important meetings, conferences and hearings on land use. Additionally the committee will: (1.) Open communication with the Sierra Club and other conservation groups with a view to coordinating activities and goals (2.) Publish the syllabus regarding motorcycle parks, public and private, with up-to-date facts, figures and studies on locating, operating and funding morocycle parks (3.) Conduct tests regarding noise, dust, erosion and off-road safety with a view to constantly updating the syllabus (4.) Prepare and publish a "Do's and Don't's" booklet for off-road riders which member distributors have agreed to include with every off-road machine sold (5.) Print and distribute land use posters regarding noise and courtesy (6.) Rent billboards on the approaches to the California desert to advise motorcycle riders on desert use (7.) Hold a "summit meeting" with snowmobile, ATV and boating associations to explore and coordinate goals (8.) Establish liaison with trail riders to bring about self-policing on a local level similar to the national Ski Patrol plan that has worked effectively for many years.

Included in the Land Use legislative plans for the coming six months are lobbying state-by-state for a "recreational easement law" whereby land owners get a tax break and liability exemption when they allow public use of their land for recreation (such a bill is now before the California legislature, thanks to M.O.R.E.). The M.I.C. plans to endorse reasonable off-road registration programs by states and ensure that fees collected will be applied to motorized recreation pakrs, etc.

The committee also asked the manufacturers and distributors to "tone down" ads so as not to show motorcycles digging up soil or damaging ecology except in obvious racing situations (number plates, spectators, marked course, etc.).

Thorn Cooke won approval and $33,000 to teach high school driver instruction teachers how to ride and how to teach motorcycle safety in their classes. This will be done through a series of workshops around the country attended by college and university instructors, who then will teach it to the future high school teachers of America.

Honda's Matt Matsuoka reported that a national program of minbike instruction conducted through the YMCA has already enrolled several hundred "unreachable" or delinquent kids and been so successful that Honda is donating 15,000 minibikes to the program. Mr. Matsuoka also presented his committee's definition of a minibike. A minibike is any 2-wheel vehicle (except scooters) having one or more of the following characteristics: Less than 10" wheel rim, less than 40" wheel base, less than 45cc engine, and less than 25" seat height.

A SILENCER WITH EVERY BIKE?

The Legislative and Technical Standards committee, headed by outgoing chairman Alan Masik, proposed seeking noise regulation on a federal level to set standards for noise levels that now vary between 30 or 40 states. It proposed that all member distributors supply a muffler or silencer with every motorcycle sold, including racing bikes. This proposal, if passed at the next meeting, scheduled for April 14 in Las Vegas, Nev., would help the AMA ease into more universal rules requiring silencers for racing and a consequent upgrading of our sport. Washington officials are aware of the industry's concern with controlling noise and contrast us favorably with other off-road vehicle industries who make the excuse that their customers equate sheer noise with power. Fortunately, motorcyclists are not so naive.

A good booklet of motorcycle inspection procedures was prepared and presented by the committee for the states which have vehicle inspection laws. And an S.A.E. air pollution study at the Southwest Research Institute in Texas will be aided by the motorcycle industy.

DEALERS SIGNING UP 99%

Tom Heininger reported the progress of the Associate Dealer Membership drive. The "Task Force" of membership counselors has been 99% successful in signing up dealers who've attended meetings in various states. California

(Continued on page 5)

WORLD OF TWO WHEELS

It's a mixture of skill and courage—a **special** kind of world, a Special kind of program, where sound and fury, pure joy and excitement create an experience to share. See the four challenging events that "turn on" the amateur motorcyclist, the action-hungry thrill seeker!

THURSDAY: MARCH 18TH / 9:30 PM / KHJ-TV 9

cycle news

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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SIMI'S HIDDEN PARK

I am writing about our no-where-to-be found "Cycle Park" that was to have been promised to us by the City of Simi Valley. It is getting so that a majority of cycle riders are either getting fined for riding on private property or they are selling their dirt bike because there is no place in the valley to ride. Some non-cycle riders complained to the City Council that outlaws on choppers would invade the cycle park, (just think, choppers in the dirt). Simi Valley used to be small in population, but it is a growing town and growing need of a cycle park. It's getting to be that when you ride you just have to keep looking over your shoulders. The local paper has got people all excited about the cycle park. Many cyclists are looking for their cycle park, but it isn't anywhere to be found. Maybe with a little pressure we may get our "cycle park".

PATRICK JOHNSON
Simi, Cal.

EXHAUSTING PROBLEM

The Ford Motor Company's answer to motorcycle dealers protesting the Laugh-in commercial contrasting Ford quietness with motorcycle noise was verrrrry clever — but irrelevant.

Today's relevant subject is air pollution, a large portion of which is attributable to the consumption of motor vehicle fuel — and Fords consume as much as any make. No wonder they cast the spotlight on quietness and risk antagonizing all motorcyclists to keep it there.

Instead of quibbling with auto makers over noise, motorcycle dealers should launch a campaign against excessive fuel consumption, especially since politicians, car makers, petroleum companies and newspapers are fostering the idea that cleaner air must come from greater fuel consumption (a smog device currently being considered for installation on all used cars would increase fuel consumption 10 to 15%).

The first step in such a campaign might be an expose of the fallacy in isolating specific toxic petroleum byproducts such as hydrocarbons, carbon monoxide and oxides of nitrogen, and claiming progress in the smog battle each time these substances are further reduced. It was not too long ago that hydrocarbons were the great bugbear of air pollution. Then it was reported that reducing hydrocarbon emission increased oxides of nitrogen emission; then carbon monoxide was identified as a health menace. Presently these three toxins are all we hear about, but reducing them 10% — 20% — 50%, etc., does not reduce total exhaust emissions one bit. It still flows 100% out the pipe. Or, are we to believe that elimination of three pollutants would make exhaust fumes perfectly harmless?

The best method to reduce exhaust emission is to reduce fuel consumption, something motorcycles do very well. Motorcycles — and small cars with motorcycle type engines, such as the Honda — used in greater numbers would significantly improve big city air. Actually a noisy motorcycle should be a welcome sound — it means someone is pumping one-third to one-tenth as much pollution into the atmosphere as a big, quiet automobile.

WINSTON BEAUMONT
Wrightwood, Cal.

GET IT ON

What is wrong with the clubs, officials and what have you in northern Calif? They have plenty of racing events every weekend, but you never see the results in Cycle News on most of them. I know of 4 moto-x races held since Jan. 1st that never had the results printed.

Not only is this frustrating for the Scrapbook Pasting Man's — but don't they know about the Professional? He needs those results published to verify his wins in order to collect from his sponsor. If he is trying to make his living this way it adds up to this — no proof — no dough!

So come on fellows, if the southern folks get theirs in, why can't we? I've read where some of you think Cycle News should be called "Cycle News South" — well it's up to YOU to change that. GET IT ON!

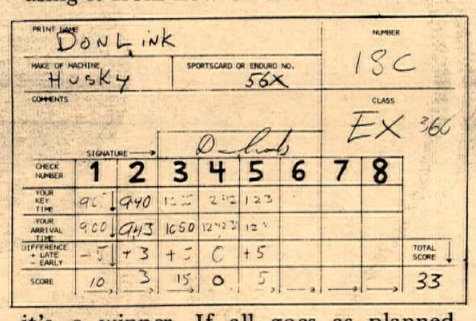
JOHN EDWARDS
Santa Cruz, Cal

We couldn't have said it better. Cycle News has several paid correspondents in N. Cal., but they can't be everywhere. We do print all the race news we get...Ed.

VOICES OF THE WEST

"U CHECK"

I read with a great deal of interest the article in the Feb. 16 issue on "Enduro Checking". While I am glad to see that someone else is also working on the problem, I like to think we have already come up with a "Better Way". Here in Northern California we have devised a checking system known as "U CHECK". Most, if not all, clubs will be using it from now on and we think that



it's a winner. If all goes as planned results, at least trophy winners, should be available the same day, even within 2 or 3 hours. I would like to point out a few highlights of "U CHECK".

1. The rider is responsible for his own scoring, and scorers only need to verify the good ones. This alone should save much time.

2. All Enduro scoring in this District (36) is now on a "Points Lost" basis. The best score is no longer 1000 but 00. Non-finishers have 500 added to their scores to put them out of range of all finishers.

3. If you know your score card was right, you know what your score is as soon as you finish, and by checking other scores already posted at the finish area you will have a pretty good idea where you stand.

We, too, are having land problems up here, but we have been meeting with the Forest Service and BLM to try to iron out the problems. Aside from the "Soil Damage", which they admit is not that big a thing, the next biggest item is "NOISE". It sure would be helpful if someone could develop a good-legal-no power-pooper muffler/spark arrester.

Now if we could just do something about those people who think they have a perfect right to ride on anyone's property at anytime, and destroy anything they desire. This costs us more property than anything else.

DON LINK
Chairman,
Dist. 36 Enduro Committee
86 Malone Court
Sacramento, Calif. 95820

LION PROMOTERS

Thank you for the opportunity to list our race program with you. I feel we are probably unique among race promoters. We are a Lions Club of some 30 members, typically middle class, middle aged, basically conservative, and aside from one member, totally without prior experience or interest in cycling. This one member (Ken Smith, our Race Chairman) found out about the possibility of our club operating an Indoor Sportsman Flat Track program this last winter in the big new Sports Arena at the Evergreen State Fairgrounds near the town of Monroe, Washington. This was arranged, and we Middle Aged Squares were on our way!

It has been quite an experience, and after a winter of weekly, very intimate contact with racing, many of us find ourselves quite hooked on the sport. Some, of course, do not, but support the program because it is a Lions Club fund-raising project. However, you will not find those of us who have become fans participating; we will get our thrill vicariously! Personally, you wouldn't catch me dead on one of those things.

While our winter program ends March 14, we are pleased that the Fair Association has asked that we run two races during the State Fair this summer. With the 4,000 plus capacity of the Arena, this gives a good possibility of excellent prizes.

OWEN L. WILLIAMS
Pres., Shoreline Lions Club
Edmonds, Washington

WHY NO M.O.R.E.?

I couldn't believe out of all the people who ride bikes, just here in Southern Calif., we only have a lousy 2,093 members of M.O.R.E. My God, some desert events get more entry than that! I just can't believe only two thousand members. I know you at Cycle News do what you can in your paper, but there must be some way to get it over to the NON-members that we all need their help in the way of membership. I am in no way connected with Mr. Russ Sanford except being a paid member of M.O.R.E. I am just someone who wants to keep riding. Thank you.

BOB SHAW
Van Nuys, Cal.

Russ tells us that M.O.R.E. now represents over 5,000 members — not all paid. What Russ needs more than dollars is a note from voters authorizing M.O.R.E. to be their lobbyist on motorcycle matters in the California state capitol. M.O.R.E. signed up some 30 members out of an estimated 100,000 enthusiasts at the recent Elsinore G.P....Ed.

Ride Silent...

DO WE HAVE TO KEEP BEING REMINDED?

Every weekend before a race, we are handed a rider's sheet, asking us to please keep our pit areas clean and to pick up all our trash. Still I see people throwing beer cans, paper, old spark plugs, etc. all over the desert. When we lose the riding privileges we have, we can think back on how easy it would have been to pick up that empty can or bottle, or to have reminded others on the dangers of being negligent.

Maybe it's not too late?!

MRS. GEORGE ANTILL
Canoga Park, Cal.

NOT SO MUCH BUCKS

In regards to your Daytona Preview article of the February 23rd issue, I do not know who the author was, but he was somewhat misinformed.

What he wrote about Yamaha spending "Lots of Bucks" by paying our expenses and supplying us with machines is not true. I wish it were and I'm sure Mel Dineson and Norm McDonald feel the same.

All of us have purchased the bikes we are racing. They were purchased at dealers cost with no additional discount. This is normal procedure as all three of us are Yamaha dealers.

In my case Yamaha International, is furnishing spare parts and gas money for my truck to Daytona.

They may be paying expenses for some of the riders but I wouldn't think it would be much.

All in all I would say very few bucks are being spent by Yamaha International for Daytona, especially if one considers the dollars spent in their past team efforts.

DON VESCO
El Cajon, Cal.

DISTAFF PRAISE

We would like to congratulate the San Gabriel Valley Motorcycle Club for throwing a fine moto-x Sunday, February 14, 1971 at Osteen Cycle Park. Because of their efficiency, everyone was able to ride three motos and everyone was finished by 5:15 p.m.

And we would especially like to thank them for ranking us as first-lcass citizens. Instead of putting us girls last, we rode the third moto — thank you San Gabriel Valley M.C. from

MARY HARNISCH
PATI COPELIN
Redondo Bch., Cal.

STILL HOPING

As a student at Long Beach State College and also a resident of Long Beach, I am fully aware of the problem that faces the City Council in its decision over the use of public land by motorcycle riders.

I've tried to obtain as many signatures as I could, but people being reuctant to sign a petition that might jeopardize their name, didn't help my efforts any. Nevertheless, I hope I've done my share to establish some type of park where motorcyclists can ride.

I guess the way things are getting, I'll probably have to give up this sport too —or move to where I can ride and not have to worry about bothering people (if there is such a place). Anyway, maybe if enough signatures are obtained, the City Council will re-consider and give us a place to ride. I SURE THE HELL HOPE SO!

MICHAEL A. BEATTY
Long Beach, Cal.

HATS OFF TO RESCUE 3

I want to thank Rescue 3 for pulling me out of the desert February 21 at the Orange County M.C. Little Bear Run. This was my second desert race and so I did not understand all the "laws for survival" out there.

Rule 1: Never leave the trail. When I broke down I waited around till dark with no sign of anybody coming. so I started walking back to the pits.

Rule 2: Never leave your fire. I left the fire I had going.

Well, after walking for about three or four hours on a road that I thought went to the pits, I fell asleep on the side of the road. I awoke to the sound of a truck (the most beautiful sound I heard since my bike broke down nine or ten hours before). The door opened and a voice said "here he is" in a very friendly tone. I could hardly believe it. So ended my terrifying nightmare. These guys then gave me food and drink (much appreciated) and drove me to my truck and straightened me out on the "laws for survival".

My hat's off to these men who took their time to track my footprints over ten miles across the desert in the dark of night.

JIM RUSSI, 472MX
Desert Turtles M.C.

5-SPEED BOXES OK BY AMA

If a manufacturer catalogs a 5-speed gearset for a production bike that comes stock with a 4-speed, it's ok to run it in AMA racing. This was announced as the policy to be followed until the AMA Competition Congress meets in October.

m.o.r.e. from the capitol

By Russ Sanford

It is obvious from the letters that I've been receiving since the recent 'land closures', that many of us have forgotten our basic lessons in Civics. Consequently, many of your letters and complaints are going to the wrong people. If you will bear with me, I will attempt to set your straight.

MANY PUBLIC LANDS

The State of California consists of private land and public land. Private land is that which is owned by an individual or groups of individuals (homeowners, ranchers, partnership, or corporation). The balance of the land is public land, owned by the public, and administered for the public by an agency. Some of the agencies are federal (National Parks, U.S. Forest Service, Bureau of Land Management, etc.), while others are state (Dept. of Parks & Recreation, Dept. of Fish and Game, Division of Highways, etc.) and yet others at county, district, and city level.

Because federally-administered public lands can be situated within the boundaries of any state, the federal government has proclaimed that generally the laws of each state will pertain to the federal lands within the state's boundaries. There are some exceptions. For example, you must wear a helmet and operate with your headlight and taillight on when riding a motorcycle on a military installation, even though California state law has no such requirement. However, the federal law will never be less stringent than the state law.

The State Legislature enacts laws pertaining to regulation and control of state-administered public lands. For example: there is a state law which recognizes off-road vehicles as a legitimate form of recreation and entitled to use of state-administered public lands in areas designated for such use.

Counties also administer public lands which belong to the residents of the county. A county may pass an ordinance which is more restrictive or prohibitive than the state law on the same subject. A county cannot, however, pass ordinances which are less restrictive or demanding than the state law. For example: a county *can* prohibit the riding of a motorcycle on county-administered or district-administered lands within the county.

Cities also administer public lands and again these can be either more or less restrictive than the county ordinance but cannot be less demanding than the state law.

UNDERSTAND THE SETUP

This may see very complicated but you must understand this structure if you want to stay out of trouble. It is a waste of time to write to your congressman in Washington or your State senator to compalin about a county of city ordinance. You must contact the persons have jurisdiction over the area in question.

RULE OF THUMB

If you are experienceing a problem, determine the source of the problem. Is it federal? State? County? Or City?

It it is Federal, contact your Representatives or Senators in Washington, D.C.

If it is State, contact your Assemblymen or Senators in the state Capitol.

If it is County, contact your Board of Supervisors.

If it is City, contact your City Council.

COUNTY ORDINANCES EXPLAINED

I have just completed a several-day trip to southern California and this is the summary of the information which I obtained;

The Bureau of Land Management administers public land in both Riverside and San Bernardino Counties. The BLM lands are subject to State law and not to the county ordinances. This means that you can ride on BLM-administered public lands in Riverside and San Bernardino counties. Be careful, though! Remember that these lands are interspersed with privately owned lands and if you are on private land you must have written permission. The BLM is developing detailed topographic maps showing areas in which you can ride. These maps will be available about March for $1.00 each. This column will announce the details as soon as the maps are ready.

The Riverside County ordinance (No. 529) and the San Bernardino County ordinance (No. 1590) have one thing in common: they both require written permission of the landowner to ride on private land.

The San Bernardino County ordinance is interpreted and enforced to pertain to county-administered public lands and district-administered public lands within the county. While it does not apply to city-administered public lands, some cities, such as Victorville, have enacted similar ordinances.

The Riverside County ordinance, according to the County Council is interpreted to pertain to county-administered and district-administered public lands within the county. However, the Sheriff's Dept. is enforcing the wirtten permission clause only on privately-owned lands. To add to this confusion, the City of Riverside has enacted an even more restrictive ordinance which proclaims that even though you have written permission to ride on privately-owned lands, you must also have a permit from the City Police Dept.

To sum up the situation in both counties:

1. You can ride on privately-owned property with written permission of the landowner, his agent, or the tenant. If the private land is within the City of Riverside (possibly others) you must also obtain a permit from the Riverside City Police Dept.
2. You can ride on BLM-administered public lands without obtaining permission.
3. You can ride on county- and district-administered public lands with written permission of the administering agency.

Both counties are experiencing difficulty in enforcing the ordinances. Rumor has it that San Bernardino County is considering a less-stringent and more workable ordiance. San Bernardino County has not yet issued a citation. On the other hand, Riverside County is credited with at least ten citations and there is no evidence of possible relaxation.

Both counties are aware of our needs and are studying developing motorcycle parks on County lands which will be available on a use-fee basis.

Neither county wished to enact such ordinances. They were forced on them by complaints of noise and acts of vandalism in and around residential areas. They recotnigize that the majority of desert riders both no one, but lacking the ability to provide adequate enforcement to stop the few who are causing trouble, they felt that there was no alternative but to stop everyone.

It is a pitiful shame that the 'good guys' must pay for the mistakes of a few! Our only hope is that we can 'clean our own house' before these same individuals also get us thrown off the BLM lands.

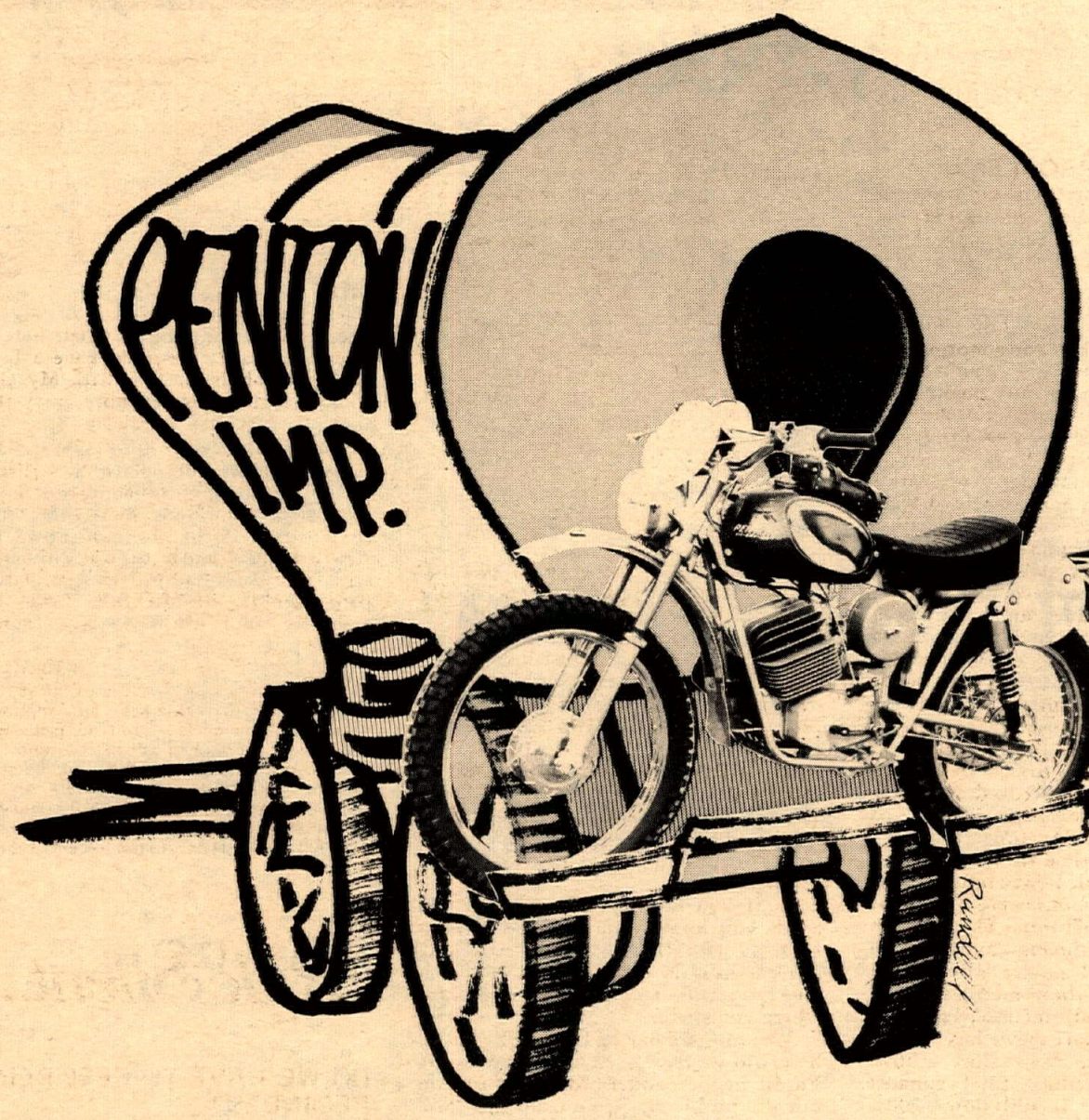
Please address comments or inquiries to M.O.R.E., P.O. Box 26062, Sacramento, Cal. 95826.

INDUSTRY TAKES HOLD Cont'd

looms as the biggest single holdout, for dealers in that state are notoriously disorganized. Heininger has broken the problem state into five areas which the task force will tackle one by one. Pray for their success.

Outgoing membership chairman Chuck Swanson of Pabatco reported that 52 leading companies have joined M.I.C. as full-fledged, dues paying members, but noted that several multi-million dollar distributing firms were still holding back.

Treasurer John Harley noted that the MIC budget had jumped from $135,000 last year to $250,000 for 1971. The Council now has a net worth of $192,000 on the event of its first venture into deficit spending.



MOVIN' WEST

We are pleased to announce the opening of our new western warehouse located in Santa Ana. With the opening of this new facility, Penton West, Inc., an upgrading of the organization has now taken place. The new western headquarters under the direction of Ted Penton can now better serve all our western dealers. Large supplies of new machines, parts and other related services are now in stock. We invite our dealers to stop by our new offices.

New Western Headquarters

Penton West, Inc.

2150 So. Santa Fe St.

Santa Ana, Calif.

(714) 546-5602

CYCLE NEWS GRAPHICS

It's a special kind of world . . . a mixture of skill and courage, sound and fury, pure joy and excitement. It's an experience to share. See the four challenging events that "turn on" the amateur motorcyclist.

world of two wheels

IN COLOR

DAY
Thursday
STATION
KHJ T.V.

TIME
9:30 p.m.
CHANNEL
Channel 9

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And These Yamaha Dealers

Sport Time Sales & Service
18440 Ventura Blvd.
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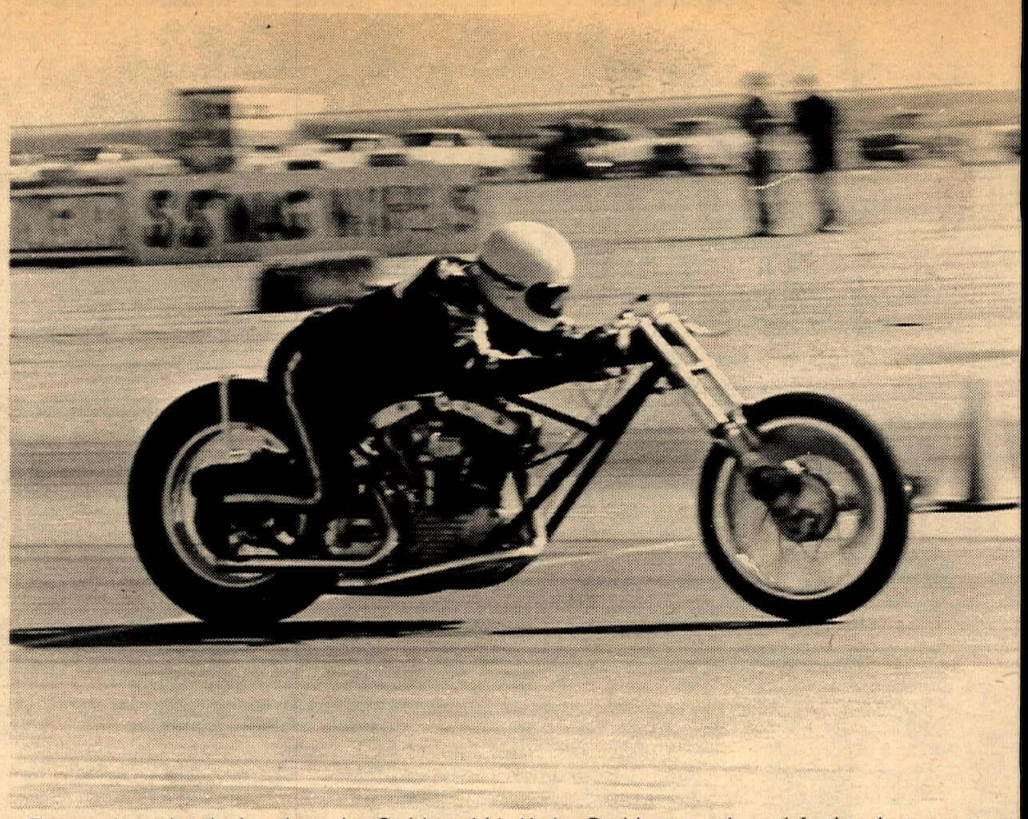
Bill Krause Enterprises
1257 So. LaBrea
Inglewood, Calif.

T & O Yamaha Sales & Service
24020 Narbonne Ave.
Lomita, Calif.

Crescenta Valley Sportcycles
7139 Foothill
Tujunga, Calif.

Granada Yamaha
17622 Chatsworth St.
Granada Hills, Calif.

Ted Evans' Motorcycle Sales
13347 W. Washington Blvd.
Los Angeles, Calif.



First cycle to break the nines, Joe Smith and his Harley-Davidson got the satisfaction, but no official record.

Smith Breaks Into 8's, Tony Takes Street On Red Light

By Dave Swift

BAKERSKFIELD, CAL., March 5-7, 1971 — Famoso Raceway sits beside an obscure country road some 20 miles north of here. It's the type of road that drag racing was born on two decades ago. This weekend the National Hot Rod Association hosted the 13th Annual Bakersfield March Fuel and Gas Championships, an extravaganza in which, for the first time in several years, motorcycles were welcome.

Oddly, the record books were closed for the bikes but opened wide for the cars. To add to the irony, not a single four-wheeler broke an existing record while no less than four of the 20 bikes entered ran under the national times, one of them smashing the 9-nine second barrier.

The 102-cubic-inch Harley-Davidson of Joe Smith became the first motorcycle in the history of the universe to enter the eight-second bracket with a qualifying time of 8.975 seconds. The standing national record is 9.14, set by Dave Campos two weeks ago at Irwindale, Cal.

Smith simply had a good weekend; he never stopped grinning since he made an off-the-trailer run of 9.12 Friday.

In the first round of Top Fuel Eliminations Smith trounced Bob Ables, who never did solve his Harley's handling problems.

Bill Chambers' H-D was having trouble getting into the nine-second category but appeared to have it solved when he found a leaky head gasket. He and Jeff Gough squared off and while Gough rocketed towards the traps Chamblers walked his bike away from the line. "I sheared the clutch hub key," Bill smiled later. "I was hoping the hub would freeze to the mainshaft, but...."

Next up was the sole non-Harley: Boris Murray's twin-engine Triumph versus Rich Sackett's '47 Knucklehead. Murray, like the others, was having difficulty coping with the sooper-tacky Famoso asphalt. Saturday, he did a giant wheelie off the line, backed off, popped it up again a few yards down, and did a third one entering the traps at 140 mph.

That night, the tall, lanky frame-builder lowered the front end and changed the gearing. It turned out to be the hot set-up; this time pulled the quarter in 9.11 with a whopping top end of 167.59, the fastest of the meet. Sackett pulled a respectable 9.87, but it was time to pack.

The 80inch Sportster that Dave Campos built is not only quickest, officially speaking, but also is the most "sanitary", toquote current vernacular. The package consists of a Boris Murray frame, that amazing mill, and a few essentials. It doesn't even have a seat.

Campos just arrived Saturday from his home in Albuquerque, New Mexico, were he's been rebuilding the engine. He loosened a ring at Irwindale when Murray pulled that upset. As brilliant as he is dedicated, Campos battled fatigue, traction problems, and a sour bike.

Sonny Raslawski managed to lift both cylinders Saturday and Ed McDonald, holding the dubious honor of being the only Top Gasser, is the alternate. McDonald does it in 10.64 but is no match for Campos, who goes 9.61 with his front end popping up sharply at the three-quarter mark.

In the second round, the semi-finals, Jeff Gough stages with the usual amount of showmanship. Gough drives the push-car while owner-tuner Carl Morrow bump-starts their needle -nosed H-D. Jeff, shrouded in black leathers and a Bell Star, makes a long, dramatic walk to the rumbling dragster. Females found it most appealing to their tastes. Gough admits to his own inexperience, "Sheesh, I've only ridden this thing, what-- a dozen times? — and we're still just experimenting."

On this run the Carl's Speed Shop special got very wobbly. Joe Smith had cured all his handling quirks by tagging ten pounds of lead weights to the front. His characteristic rock-steady run was well over a second quicker than Gough's, which is a city block at speed.

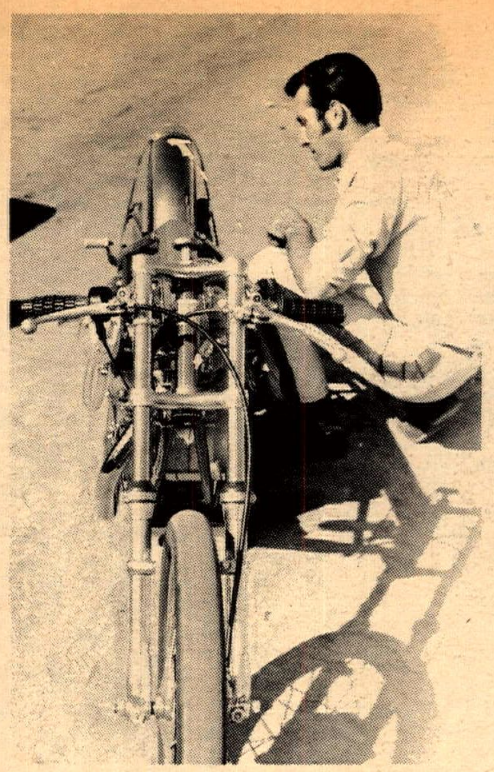
Boris Murray once again out-did himself with a 9.027 to knock the ailing Campos out of contention. Campos holed a piston coming through the traps and at the same moment Murray developed an oil leak the size of a golf ball through on his front engine.

In the pits, Boris stared blankly for a moment at the gaping wound and then lunged at the toolbox. In a matter of seconds the chain binding the two Triumphs together was unleashed. He was going to meet Joe Smith with 750cc's!

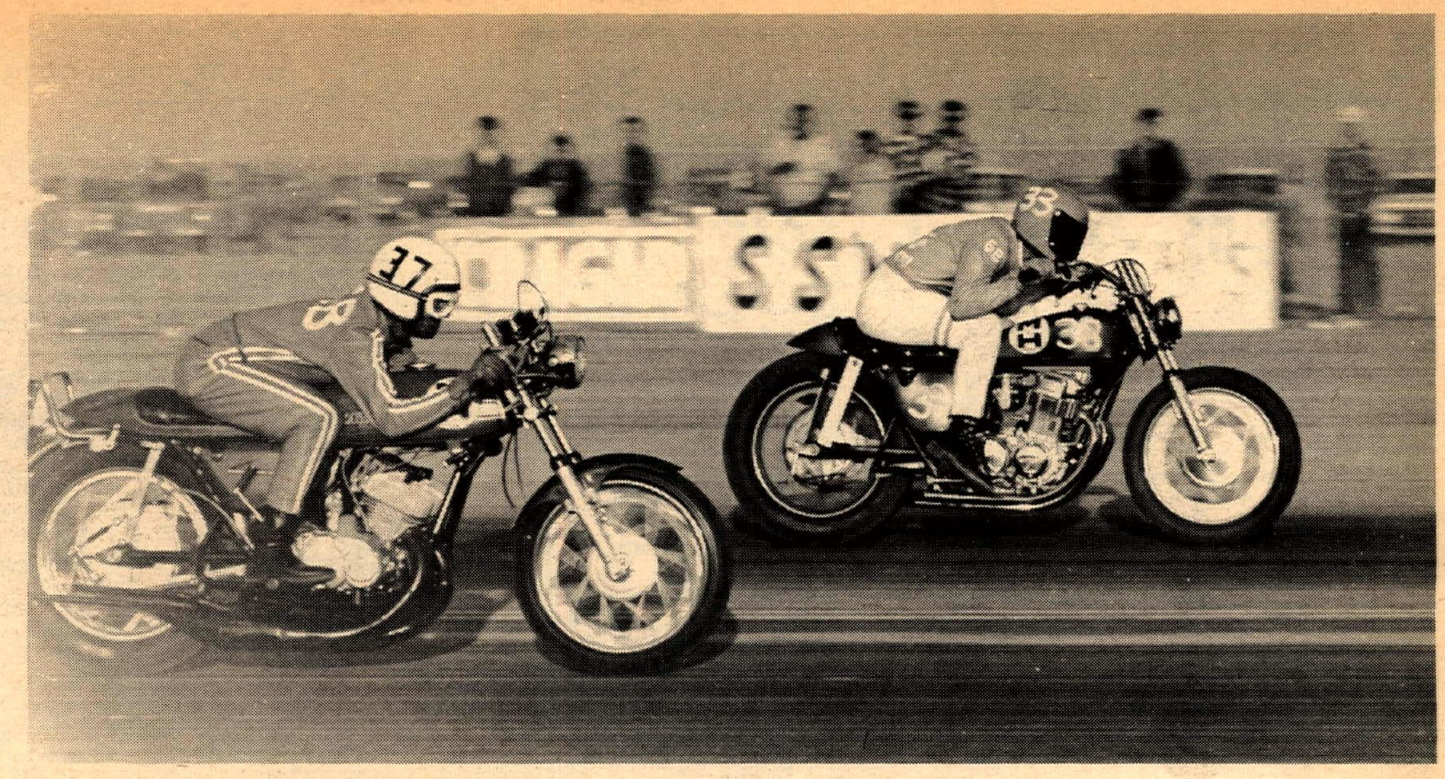
Meanwhile, Smith was sweating his clutch. There was some doubt cast whether or not it would take another run. When the two finally staged, it looked as if it would be an endurance run. Smith went ahead and dropped the hammer hard for a smoking 9.22. Murray limped down the field three second later but scored an outstanding top end of 129.87.

All the bike riders had to wait eight hours before they could begin eliminations Sunday and all found a way to relax, except Tony Nicosia.

Young Rick Blake of Bakersfield brought along a Honda Four punched to 886cc's with a Powroll kit and Weber cam. Prepared by the House of Honda, Blake was running consistently nearly a half-second under the national record for B/Street bikes. He beat the C/SB winner Mike Blake on an innovative



Dave Campos ponders how to wring more ponies from his Sportster.



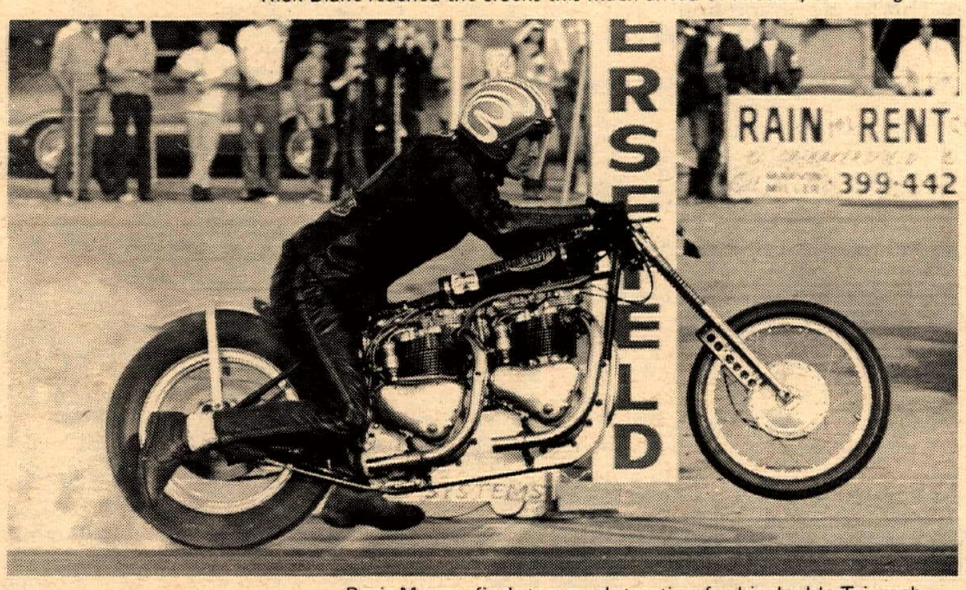
Rick Blake reached the clocks this much ahead of Nicosia, but redlighted.

TOP FUEL ELIMINATOR
JOE SMITH H-D
9.226 Sec. 141.5 mph

TOP STREET ELIMINATOR
TONY NICOSIA KAW
11.934 Sec. 115.53 mph

TOP QUALIFIER
JOE SMITH H-D
8.975 Sec. 166.05 mph

TOP SPEED
BORIS MURRAY TRI. 4
167.59 9.114 Sec.



Boris Murray finds too much traction for his double Triumph.

Jeff Gough does a burnout of Carl Morrow's pointy special.

Triumph Three. Nicosia had no trouble with top A/SB Troy Pegues' Harley.

Tony's worst fear had come true; he was to meet the Honda. Rick Blake did it in 11.21 and Nicosia was slower with an 11.93. Blake, however, pulled the one pants-down boo-boo in drag racing and red-lighted. When it was over, Tony wiped his forehead and said, "That's easily the fastest Honda in the country." Rick grinned, "Oh, there's a lot of stuff we have to do to it yet."

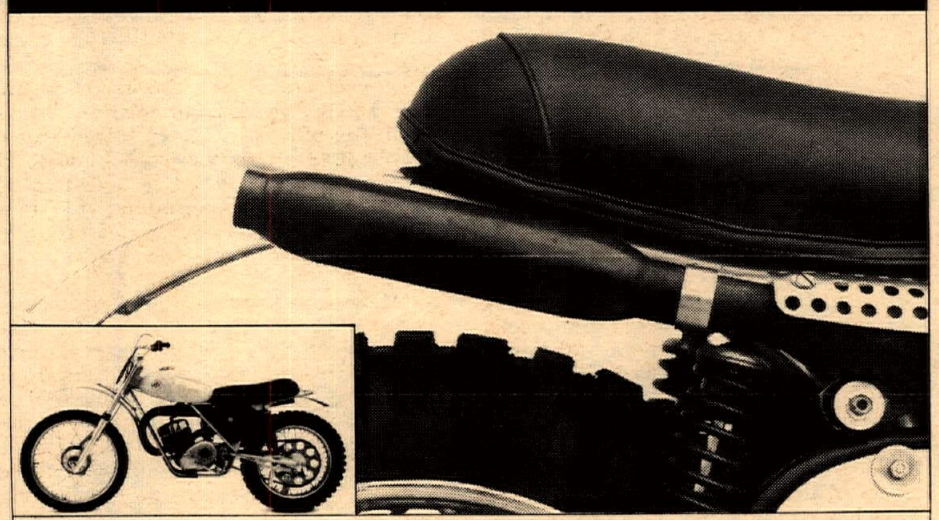
This being the first year in several that the bikes were back here, it's a bit shameful that they didn't receive better accommodations. It looks as if the decision not to hold a record meet for the bikes may have been the result of a certain tire company's politicking. Several riders said that since some prize money was contingent on the use of that company's slicks it was desirable that the street bikes be allowed to use slicks. This means that a lot of privateers who can't/won't buy these tires would have an unfair disadvantage and therefore didn't show. The record books stayed closed.

Although the Sunday program was scheduled to begin at 8 a.m., the bikes did not start even the first round until after 4 p.m. After the first round was completed, the bikes were called up again much too quickly. It looked as if the NHRA looked upon the motorcyclists the way the general public looked upon the four-wheelers two decades ago.

But Smith, Murray, Campos, Nicosia, Blake, and the rest of them never got uptight.

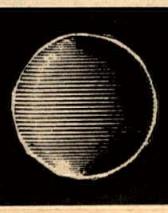
(Results on page 26)

THE QUIET MAKER



Now you can race a bike that is faster than most and quieter than all! A muffled scooter that is torquier low-down and loses nothing at the top-end! Read about our Muffler Bonus Awards . . . . . .

AJS HANDLES BETTER!



baja wins again!

Sandblasters M.C.
Hare & Hound
March 7, 1971
Trailbike Class

1st Terry Clark – Baja 100
2nd Larry Roesler – Baja 100
3rd Mitch Mayes – Baja 100

HARLEY-DAVIDSON the Harley-Davidson outperformers

Attention Dealers

Join The Guys With Bugs On Their Teeth

This may be the last objective report on the doings of the new Motorcycle Industry Council that you get from me for a year or so. Having some spare time and energy lately, and no place to ride, I joined the fledgling M.I.C. organization this week and volunteered to serve on the Land Use Committee.

Whether this is the beginning or the end of the best decade in motorcycle history depends in a large part on a back-slapping, brainstorming bunch of businessmen that is unlike any other industry association with headquarters in Washington, D.C. Where else would the keynote speaker, a high official in the U.S. Dept. of Interior, toss aside his carefully prepared speech, say "I don't want to bore you for a half-hour with how your motorcycle people have got to stop tearing up the wilds and scaring the rabbits," and relate instead the story of his first motorcycle ride? Or a congressman modestly boast of his young manhood spent racing the fool things on the dirt tracks of California?

This is a billion-dollar-a-year business represented by men with bugs on their teeth. They don't claim to know all the answers, but they do have a handle on most of the questions, at last.

M.I.C. members include all but the most thoroughly disillusioned great minds of the industry. About half the guiding board members are successful capitalists who've built thriving businesses out of sheer enthusiasm and no dough. These are young, innovative, impatient men. The rest are older, high-salaried employees of the biggest firms, with boards of directors to answer to. They tend to tone down the wild ideas and tune up reliable remedies, so the MIC's efforts are effectively spent.

Together, they give the council an unusual style: simultaneously wide full open and walk-before-you-run. There is a nice assurance that essential things will get done in time.

The challenges that face the motorcycle industry right now have a large head start. But MIC is already straining to pass them up. At the 2nd annual meeting this week, the MIC budgeted a quarter-million dollars more than it's got to fight the current problems and those coming up. They've cooled out Washington already and brought problems on a federal level under control. What's needed is a speedy organization on a local level — of motorcycle dealers — to bird-dog programs state by state, county by county and city by city.

Distributor members have asked their district managers to urge dealers to join the national MIC and form up their own state associations. Even small companies like the tiny Norton/Villiers company have recorded a large dealer response. Ten states were already organized and working last week. But California, with over a third of the nation's motorcycles and all of it problems, is still dragging both feet. Every dealer reading this is urged to call up his distributor and join M.I.C. It's only $160 for a dealer associate membership and it's deductible. Give it your best try for a year, as I am doing, and then see if you think it is worth it. Don't wait while the rest of us bust our fannies. It's more fun doing it together. *— Chuck Clayton, Cycle News, Inc.*

Application Blank For Associate Membership In the Motorcycle Industry Council MIC

Full name _____
Last Name First Name Middle Initial

Title _____

Name of dealership _____

Mailing address of dealership _____
Street name and number

City _____ State _____ Zip Code _____

Telephone Area Code _____ Number _____

For what brand of motorcycles are you a franchised dealer?
List not more than two.

1 _____ 2 _____

Do you belong to a state dealer association? Yes _____ No _____

If "yes", name of association _____

Are you now an Associate Member of the MIC? Yes _____ No _____

I understand that by this application blank I am applying for membership in a MIC-accredited state dealer association for which dues are $100 per year, and also for Associate Membership in the MIC for which dues are $60 per year.

I have attached, or enclosed, a check for $160, made out to the Motorcycle Industry Council, Inc.

It is agreed that the MIC has no obligation or liability of any nature with respect to the $100 for state dealer association dues, which it is collecting as an agent only, other than to: (1) turn such amount over to a state dealer association, which has been accredited according to the provisions of the Associate Member program for dealers, as my company's current membership dues or (2) return such amount to my company in the event a state dealer association is not accredited by the MIC within a reasonable time determined by the MIC.

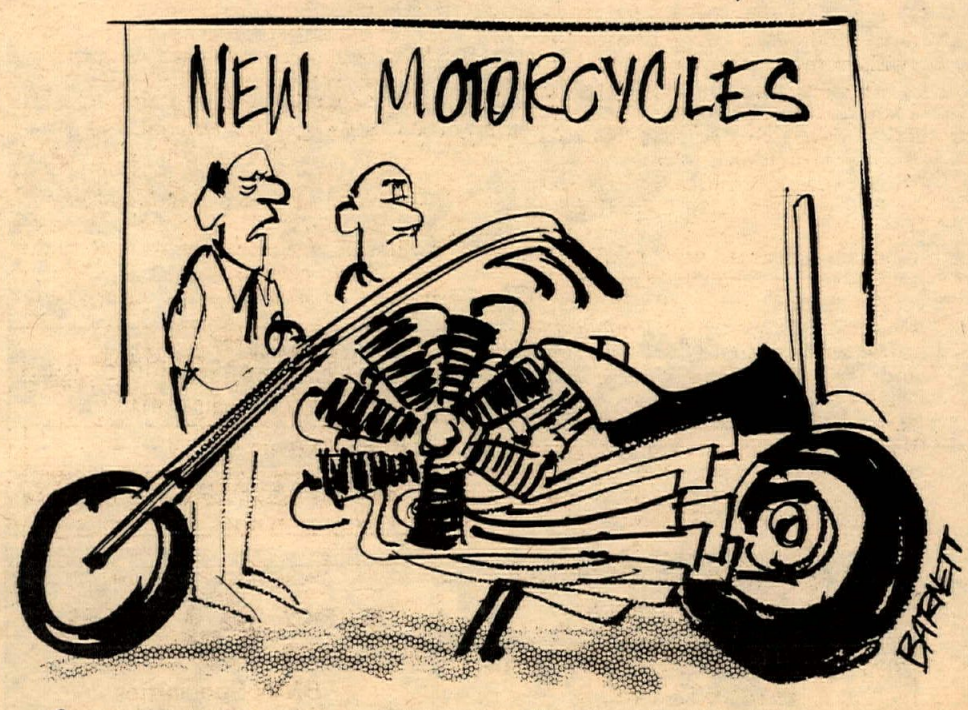
By _____ Date _____
(Signature of Authorizing Official)

TEAR OUT AND MAIL TO:

Motorcycle Industry Council, Inc.
1001 Connecticut Avenue
Suite 1132
Washington DC 20036
Attention: Associate Member Office

1971 DISTRICT 36 SPORTS CALENDAR Continued

MAY			
1—	Scrambles	Shasta MC	Redding
	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
2—	Poker Run	C.C. Riders SRRA	San Jose
	Poker Run	Capital City MC SRRA	Sacramento
	Scrambles	Los Gatos MC	Cycle Hills
	Scrambles	Stockton Scramblers MC	Lodi Cycle Bowl
	Short Track	Western States Racing	Reno, Nev.
8—	Scrambles	Shasta MC	Redding
	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
	Poker Run	Napa Valley Travlers SRRA	Napa
	Scrambles	Eastside MC	Alviso
	Scrambles	West Side Eagles MC	LaGrange
	Motocross	Oasis Scramblers MC	Fallon, Nev.
	Hill Climb	San Jose Dons MC	San Jose
	Enduro	Port Stockton MC	Railroad Flat
14—	Scrambles	American Canyon MC	Vallejo Speedway
15—	Scrambles	Hayward MC	Hayward Speedway
	Short Track	North Bay MC	Santa Rosa
	Short Track	Valley MC	Chico
	Poker Run	Rams MC SRRA	Mt. View
	Hill Climb	Modesto MC	Ospital Canyon
	Enduro	Sonora Pass MC	Sonora
	Half Mile	Barkhimer Associates	San Jose
21—	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
22—	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
22-23—	Campout-Poker Run	Santa Cruz Road Runners	Santa Cruz
23—	Scrambles	Campbell MC SRRA	Cycle Hills
	Scrambles	Stockton MC	Stockton
28—	Scrambles	American Canyon MC	Vallejo Speedway
29—	Scrambles	Shasta MC	Redding
	Scrambles	Hi Hats MC	Concord
	Short Track	Valley MC	Chico
29-30-31—			
	Poker Run & Tour	North Valley Travelers	Redding
30—	Scrambles	All American MC	Fremont
	Scrambles	Nevada Trailblazers MC	Reno, Nev.
31—	Scrambles	South County MC	Hollister
JUNE			
4—	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
5-6—	Campout-Tour	Redwood City Travlrs MC	Redwood City
	Campout-Tour	Central Valley Rd. Rdrs.	Modesto
5—	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
6—	Scrambles	Palto Alto MC	Palo Alto
	Scrambles	Richmond Ramblers MC	Pt. Richmond
	Scrambles	Lodi MC	Lodi Cycle Bowl
	T.T. Race	Oasis Scramblers MC	Fallon, Nev.
	Hill Climb	Oakland MC	Carnegie Cycle Park
11—	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
12—	Scrambles	Shasta MC	Redding
	Scrambles	Hayward MC	Hayward Speedway
	Short Track	North Bay MC	Santa Rosa
	Short Track	Valley MC	Chico
12-13—	Rally & Tour	Sierra Road Runners SRRA	Carson City, Nev.
13—	Poker Run	Gustine MC VC	Gustine
	Scrambles	South County MC	Hollister
	Scrambles	Nevada Trailblazers MC	Reno, Nev.
	Hill Climb	San Jose Hillclimbers MC	Cycle Hills
18—	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	Eastside MC	Alviso
19—	Scrambles	Hayward MC	Hayward Speedway
	Short Track	Valley MC	Chico
20—	Poker Run	Fremont Travelers SRRA	Fremont
	Scrambles	Fremont Flames MC	Fremont
25—	Scrambles	Lodi MC	Lodi Cycle Bowl
	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
26—	Scrambles	Hayward MC	Hayward Speedway
	Short Track	North Bay MC	Santa Rosa
	Short Track	Valley MC	Chico
26-27—	Spring Roundup	Santa Clara Cavaliers SRRA	Santa Clara
27—	Poker Run	Sonora Pass MC VC	Sonora
	Scrambles	Palo Alto MC	Palo Alto
	Scrambles	Rough Riders MC	Carnegie Cycle Park
	Motocross	Dirt Diggers North	Sacramento
	Hill Climb	Riders Unlimited MC	Cycle Hills



"LOOKS LIKE A TREND TOWARD H.P.!"

SANDBLASTERS HARE 'N' HOUND

By Ben & Jody Egbert

THE DESERT, March 7, 1971 — "Pick-up the lime in beautyfull downtown Red Mountain," said the race notice. Then go north on Trona Road to the same dirt road leading to the same starting area used half-a-dozen times last year. Still, it's a pleasant switch from the other two desert courses located respecitvely at Lucerne and Adelanto, Calif. The Sandblasters live in nearby Ridgecrest and should know this area well.

I asked a Sandblaster how they were treated by the BLM. The answer was, "just great". They were unable to get the 3 months prior approval for the race since they didn't have a date from District 37 soon enough. This will be a problem next year too, for the first 3 months of racing. The BLM understood and approved the route with one change. It seems there is a sandwash which has been designated a state road to the Pinnacles State Monument located at the northeast end of the valley where the race started. The sandwash was deleted and everything was OK with the BLM.

The flag dropped promptly at 10 o'clock for the Experts and Juniors. Novices left 25 minutes later.

The run to the bomb was fairly rough and slower than usual: a foretaste of things to come. There was no place on the whole first loop where you could relax. We had whoop-de-doos, wash crossings, rocks, deep powder sand, two nasty hills, a pretty decent downhill, a tight, twisty, up-hill sandwash followed by a tight, twisty, downhill sandwash (complete with granite staircase) and plenty of dust in spite of the small (approx. 500) turn-out. Many small bike riders ran out of gas before the pits (myself included) due to running most of the loop in 2nd and 3rd gear.

FIRST LOOP

Tom Poteet was first rider into the pits one hour and four minutes after the start. Terry Clark (running 7th overall) was 8 min. behind. First Novice, Ray Hodge, was 35 min. behind Poteet.

The 2nd loop (which I didn't ride) was tougher than the first according to certain desert foxes. Mostly sand washes and whoop-de-doos with a steep, soft, single-lane hill that prompted one rider to comment, "I almost rode on by, thinking some other club was putting on a hillclimb." After 70 tough miles the Sandblasters gave the riders a change of pace with 10 miles of sheer agony. Then the finish. Some riders complained of poor markings in the last section and a few riders missed the last check. My own impression of the first loop, however, was that the marking was excellent. I recall thinking how difficult it would be to remove all that flourescent pink ribbon.

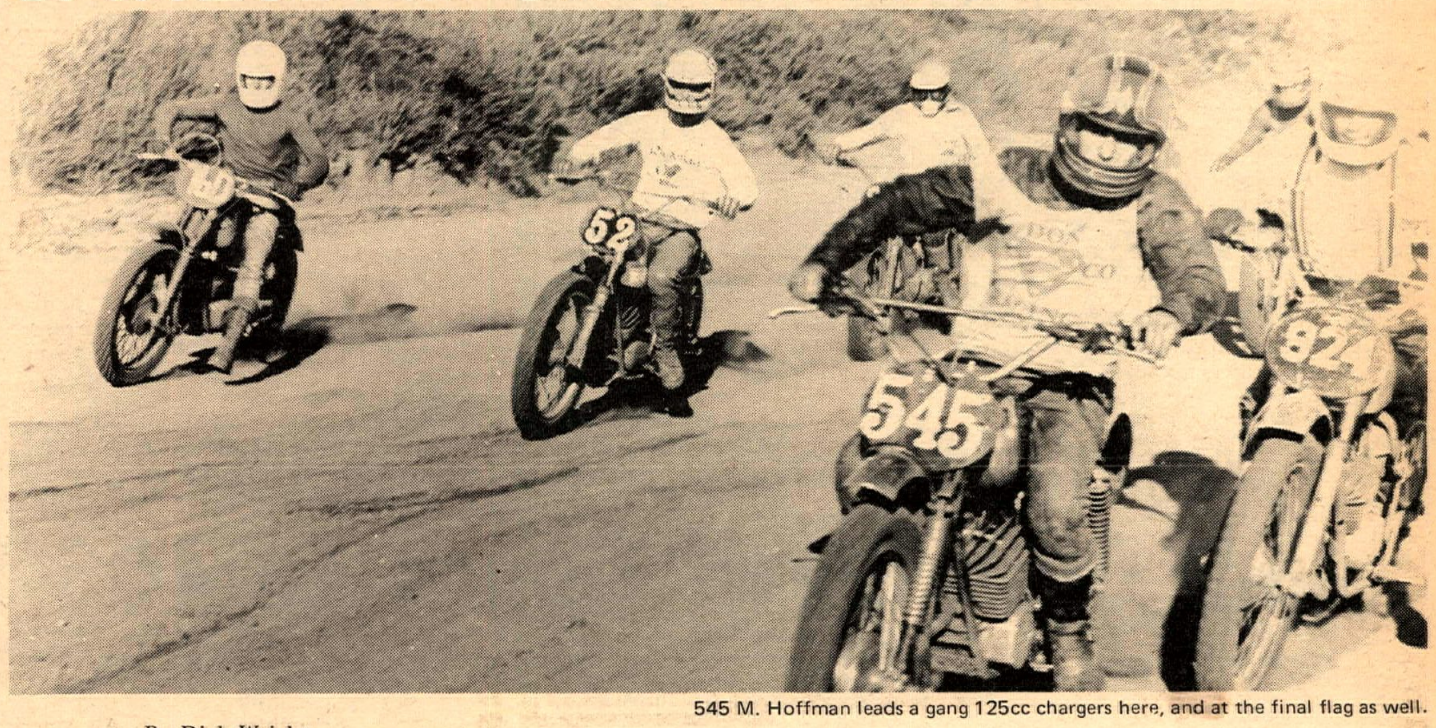
At the finish line it was Tom Poteet 2hrs. and 10 min. from the start. Following him 5 min. later was Mike Patrick and Larry Pfutzenreuter. First big bike in was a Husky, Mike Mulconery (a Junior) aboard. First big bike Expert was also a Husky, Morris Norman running 8th place. Apparently most of the heavyweight hot-shoes were at Elsinore.

Terry Clark, running 16th (maybe 14th due to disqualifications) was 1st Trail. First Novice was No. 395MX (Gary Dean?) on a Bultaco. One 350 Honda sidehack ridden by Ron Mathney and his monkey Glen Lane finished the 1st loop. If they actually went up those hills and through that uphill/downhill sandwash, they must be supermen!

After the race, the China Lake security police came to complain about riders who apparently got off the course and into Randsburg Wash (where the Navy litters the desert with live ammunition). The course crossed the Navy's paved access road to this facility at two points (the club had written permission to do this) yet members of my club were hassled by Navy personnel when attempting to go back for lost riders.

The ambulance crew called it a safe run, having only one rider with a broken leg and no other serious injuries. When asked about the tough hills, a Sandblaster replied "an old bald-headed man with a Triumph laid it out." Good for him. It was a rider's course instead of the road race course we've been getting. (Results on page 26)

PAT, JIM & JEFF SHARE EXPERT CARLSBAD SILVERWARE



545 M. Hoffman leads a gang 125cc chargers here, and at the final flag as well.

By Dick Wright

CARLSBAD, CAL., March 7, 1971 — The C.M.C. put another one of their great motocrosses with lots of water, mud and a reversed track.

Pat deBenedetti had a good dice with Jim Wilson all day in the 250 Ex. class. deBenedetti took the first two motos on his Maico with Wilson hot on his rear tire all the way for two seconds. That last moto was a real show with Wilson taking the lead on his C.Z. and deBenedetti trying everything to pass him: over the side of banks, up the side of walls, and on the last lap and the last turn Wilson had the groove and deBenedetti took the inside through the mud and tried a pass. But Wilson held off his charge and won the moto. The class win went to deBenedetti and Wilson took second. G. Harris was this on a Husky.

Wilson came back again in the 250 Expert go on another C-Z; this time it was another story. Wilson charged to the head in the first two motos and held off hard charges from Billie Urban and D. Smith. But Wilson took the first two motos with fast slides and high jumps. The last moto was a hard fought affair between Urban and Wilson, with Urban taking the honor and Wilson a close second. Wilson was overall and Urban was second with D. Smith third.

Jeff Wright took all three motos in the 125 Expert class on his Rickman to win the class, this made for a pretty successful weekend as he took second in the 100cc class Saturday at Elsinore, also on a Rickman. B. Kulek on a Bultaco provided most of the competition to Wright's win, taking a well earned second. Also, Luther Werrona, the number one 125 rider from Minnesota, was out with his Sachs and gave it a go picking up third.

The 500 Jr. class went to C. Bean on a Maico. A very fast B. Rhoads picked up a first place in the 500 Intermediate class on his Hudky.

The 250 Intermediates had a good battle but after all the mud settled, J. Bartley came up the winner on a fast C.Z.

As usual the 250 Jr. showed up in mass and had to be put in two groups. G. Ackelson howed the boys the way home in the first division on his A.J.S. while S. Walsh did the job in the second division.

Meanwhile, the 125 Intermediate class was up for grabs with the young tigers splashing mud all over. At the end the winner was M. Hoffman, a 15-year-old on a fast Sachs. The 125 Jrs. were divided into two divisions with a very classy M. Roth taking the first one on his Penton, and Pat Welsh having a very clean ride taking two motos and a fourth to take the class.

A real ball was had by all the young 100cc Juniors and a very happy J. McDonald took the class on a good looking Kawasaki. D. Laporte was second on a Rickman.

After the races in the pits, a tired Jim Wilson was rubbing the knee he hurt six months ago. He remarked "It still hurts a little and, it's hard to get it out of my mind. It's getting better. You know, it takes a long time for torn ligaments to come back." But, come back it shall, and so will Wilson.

(Results on page 26)

baja wins again!

Desert M.C. Hare & Hound-2/28/71
Trailbike Class

1st Randy Milligan-Baja 100 (Ex.)
4th Mike Hayes-Baja 100 1st (Jr.)
5th Jim Summers-Baja 100 (Ex.)

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Cycle News North

Jim Saitone had a good day on the muddy Lodi course. He picked up a win in the 500/650 Expert competition and a second in the 250 Ex. go.

Muddy Scrambles

By Patrica Kenyon
Photos by Bill Spencer

HAYWARD, CAL., March 7, 1971 — The Hayward M.C. really went all out for their first "rough scrambles" of the season. The track was a twisting, turning affair with a combination of soupy, quick sand type mud in some places and a thick, gooey plowed-through mud in others. It was just as much fun to sit and watch the activities in the pits as it was to watch the races. Some riders looked as if they belonged on the American Moto-X team, while others ran around looking for clean rags to dig the mud out of their eyes and off of their number plates; there were a few who just loaded up and went home.

The program was run in a some what different order than usual. Most classes were a combination of several classes. For instance the 350, 500 and 650 Juniors were all run together making a 12 man heat and main. Because of a mix-up, the 250 Juniors were run right after the 500's and 650's.

After the heats and the 250 Semi, Mel Stordahl made rough riding look easy as he put quite a bit of distance between himself and second place Danny Jensen in the 100 Novice Main. Bill Clark, Kawasaki mounted, was third.

After having a few problems in his heat, 125 Novice Mark Smith did a great job of winning his main event. Second place, 236E, did a good job of keeping up with Mark, but still remains unidentified.

Bart MacMurray really flashed on to win the 100 Jr/Ex. Main on his super powered Honda. Jr. Rick Johnson, also Honda-mounted, was second and Jim Foley came in third on a Yamaha.

After a bit of a hassle the 250 Main Event got underway. Nick Nazzisi rode a flawless race keeping his Husky a good distance ahead of Dennis Drew and Larry Neff. It didn't look as if the mud slowed these three down any.

Another guy who wasn't slowed down by the mud was Expert John Gennai. John rides as if he's been keeping company with a few motocross stars. He kept a good lead throughout the 250 Main Event, followed up by Jim Saitone and Pat McCaul.

Saitone must have decided that a second place trophy just wouldn't look as good over the fireplace as a first, so he did it to 'em in the 500/650 Expert. Riding another Maico, he duled with Rodney Noorgaard for a good part of the race. But, at the checkered flag, it was Saitone who came out ahead. Noorgaard took second on a Triumph and Gary Comphel, astirde a Montesa, third.

The races were really good and the guys seemed to really enjoy it. Next week there'll be another rough scrambles at Hayward — hope to see you there.

(Results on page 26)

Lodi Cycle bowl Opens To 403 Scramblers

By Bill Spencer

LODI, CAL., Feb. 28, 1971 — With District 36 Commissioner Leroy MacDonald revealing the fact that there are over 5200 registered AMA riders in the district and with a short track running at Reno, Pro motocross at Carnegie and CMC at Hollister, 403 scramblers still turned out for the Lodi Cycle Bowl opener.

The Lodi M.C. ran 66 events off with near perfection. The main problems of the day were again centered around the bungie cord start.

In the 650 Expert run, Jimmie Brooks confirmed the factor of consistency and beat Bill Budde to the checkered with absolute speed through every corner. Budde led off with Brooks and Tiffen Mullenax right with him but Tiffen got wide in the tree turn and, entering the first corner on the next lap, Brooks went around Budde on the outside. Budde stayed right on the tail of Jimmie's BSA but that was as close as he could come. Charlie Stewart came down out of the Reno, Nev. snow to ride his 40-incher and came in third.

Three heats of 250cc Experts fought it out for places in the Main Event with many of last year's regulars unable to make the transfer. Many lacked the right tires, while others were just not in shape for the rough battle. The track was tacky in practice but became its usual hard concrete self that we have come to know as the real Lodi.

Sacramento, Cal., super short tracker Joe Henry was the eventual winner in the 250cc event, with Jim Crenshaw taking second honors over Bill Calicura. This was the first scrambles for Henry in some time but he looked like one of the regulars with a wide margin separating him and the pack. Smart money for Junior professional champion would probably go with Kenny Roberts, but if Joe Henry finds a good enough sponsor, he will be in the running.

The usual lady's class was not a feature as only the number one girl, Debbie Jackline, was available and after the club the club ran her with the 100 Expert men, it was decided that she had better not ride the main at all, as the rules are specific that ladies cannot ride with men. One of these days somebody is going to protest this dumb rule and perhaps court action will take place. By the way, Debbie led the boys around for a lap or so and at the checkered there was only one who was in front.

(Results on page 26)

EASTSIDE M.C. TO PLAY '49ERS

The Eastside M.C. is preparing itself for a basketball game with the San Francisco 49ers Football team. This unlikely sporting event will be held at the Mt. Pleasant High School in San Jose, Cal. on Saturday night, April 10.

Doug Grant 370 AJS Wins !!

INDIAN DUNES FEB 27TH

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Utah Legislation Races Time

By Terry Newfarmer

SALT LAKE CITY – Here's a rundown on the bills relating to motorcyclists before the Utah State Legislature, as the body began its last week of session.

RECREATION VEHICLE BILL – Senate Bill 134, passed the Senate, with the inclusion that property tax be paid along with the registration of all off-road vehicles it would require. It proceeded through the House to the sifting committee, and its chances of passing are high. The bill would empower the State Division of Natural Resources to close areas "when there is a clearly demonstrated need to do so." It is backed by motorcycle dealers and Sierra Club alike.

NOISE EMISSION BILL – House Bill 264, appeared to have excellent chances after quick committee action, but it then went to the sifting committee. Sifting Chairman and majority leader C. Demont Judd said "I don't think it will ever get out of sifting." The bill calls for maximum vehicle noise (on public highways) to be 88 decibels at 50 feet. Current Utah law says that a motor vehicle must be as quiet or quieter than "original factory equipment," thus leaving it to the judge to decide just how loud is loud.

Furthermore, open pipes are written up as an "equipment violation." This means no fine if the machine is brought back to show it has been "repaired." Organized Utah cyclists favor HB 264, in the hope it will discourage their bretheren who are giving them a black eye with expansion chambers on Main Street.

AMENDED HELMET LAW – Senate Bill 32, made it to Senate sifting, apparently never to proceed. Current law requires helmets on all cyclists and passengers when in a 35-miles-per-hour or higher speed zone, regardless of the speed of the bike. The amendment would make helmets required any time the rider is on public roads. Most motorcycle interest in Utah seems to center on dirt riding, and most riders feel there are more burning issues than the helmet law, so the bill has received little interest.

Utah's Legislature is limited to a session of 60 calendar days by the Constitution, and generally, if a bill is still in its house of origin at the beginning of the last week, it stands little chance of passage. By far the most interest has been shown in the Recreation Vehicle Bill, because its early drafts would have virtually prohibited off-road riding. It was painfully changed to be what organized groups consider to be a very reasonable bill – more reasonable than its counterpart might be at the next legislative session in 1973, if it doesn't pass.

Around the turn it's Rupert Dykstra (1B), Bobby Ohge (2x), Charley Brown (171) and Ron Dennyey (22) in 200cc Trophy DAsh action at Woodland, Wash.

Dykstra Tops Winter Scrambles

By N.A. Williams

WOODLAND, WASH., Feb. 21, 1971 – The rider turnout for Winter Scrambles was again large with 170 riders out at the track under heavy dark clouds.

The track was in good shape, hard and smooth, at the start of the day. It rutted up some but not too bad.

Little Rupert Dykstra (Kaw) put on a real good show for the crowd when he came out in the 100cc class to win both the trophy dash and the A Main.

Then he changed over to his Green Streak to take the TD and A Main in the 200cc class.

By the time the mains were run the track was rutting up enough that Rupert had some trouble staying on his machine. At times it looked like he was being thrown off but he always recovered his seat and kept going.

Another young man was giving Dykstra a good run in both classes; this was Jim Curtis.

He is Bultaco mounted and came in just behind Dystra in the 200cc A Main (2nd) and took first in the 200cc B Main and forfeited that place to move to the A Main. He finished 4th in that event.

Two riders had very bad luck in trophy dashes today. Robby Ohge (Kaw) had to drop out of the 200cc dash in the last lap – bike trouble.

Bill Cook (Mai) went down and slid out to the fence on the second lap of the 360cc TD. Both riders came back in the mains to place well.

Few riders went down today and no injuries were reported.

(Results on page 26)

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OHGE TAMES TOUGH TRACK

Bobby Ohge holds the lead in the Twin City Scrambles' 250cc A Main.

By N.A. Williams

CENTRALIA, WASH., Feb. 27, 1971 – Some 50 riders braved the ice and snow to come to the Twin City Scrambles today. A foot of snow was on the ground but the track was clear, except for water.

As the snow melted it kept the corners of the track flooded and the club members kept busy pumping as much of the water off as they could. The mud and water made it difficult to tell the riders apart during the races and afterwards, too. But, it didn't seem to bother the machines much. Forty of the riders, and all three minis, were still running at the end of the day.

One of the most outstanding rides was put on by Robby Ohge in the 250cc class. Rob was mounted on his new Montesa and brought it in for a first place in both the 250cc Trophy Dash and A Main. Robby was making as good a speed around the track, in the water and all, as when the track was dry. Expect to see good things from Rob this year in the summer scrambles.

Charley Strayer (Pen) again took the Trophy Dash and first in the A Main in the 125cc class. Charley is just as good, if not better, at motocross riding.

Several riders were down during the day (not as many as expected) but no one was injured.

(Results on page 26)

BUGS BEATS BRAD

CASTRO VALLEY, CAL., Feb. 28, 1971 – Dick "Bugs" Mann won the professional AMA Motocross held at Carnegie Cycle Park. It was a very close race between Brad Lackey (CZ), Mann (BSA), Russ Powell (Bul) and Dave Baker (Hus). This was Brad's first race since he has had his wrist out of a cast and if it bothered him it didn't seem to slow his riding. Brad won the first two motos. Dick "Bugs" Mann won the third moto on his new BSA Victor and was the crowd's favorite. The fourth and final moto was won by Dave Baker, the only Southern California rider to enter and have a shot at the $1,500 purse. Mann's BSA was the quietest bike on the track.

baja wins again!

Orange Co. M.C. – 2/2/71
Hare Scrambles
1st Trailbike Expert
Terry Clark – Baja 100 (12th overall)
2nd Jim Sumners – Baja 100
1st Trailbike Junior
Rodney Roderick – Baja 100

Sweepstakes Winner
High Mountain Enduro – 2/14/71
Dave Ekins – Baja 100
0-125 A Class
2nd Jack Krizman – Baja 100
3rd Leo Fedewa – Baja 100

Gold Rush Enduro – 2/7/71
A Trailbike Class
1st Jack Krizman – Baja 100
2nd Walt Baehr – Baja 100
3rd Dave Ekins – Baja 100

CERO ENDURO
A/Trailbike Class
1st Walt Baehr – Baja 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

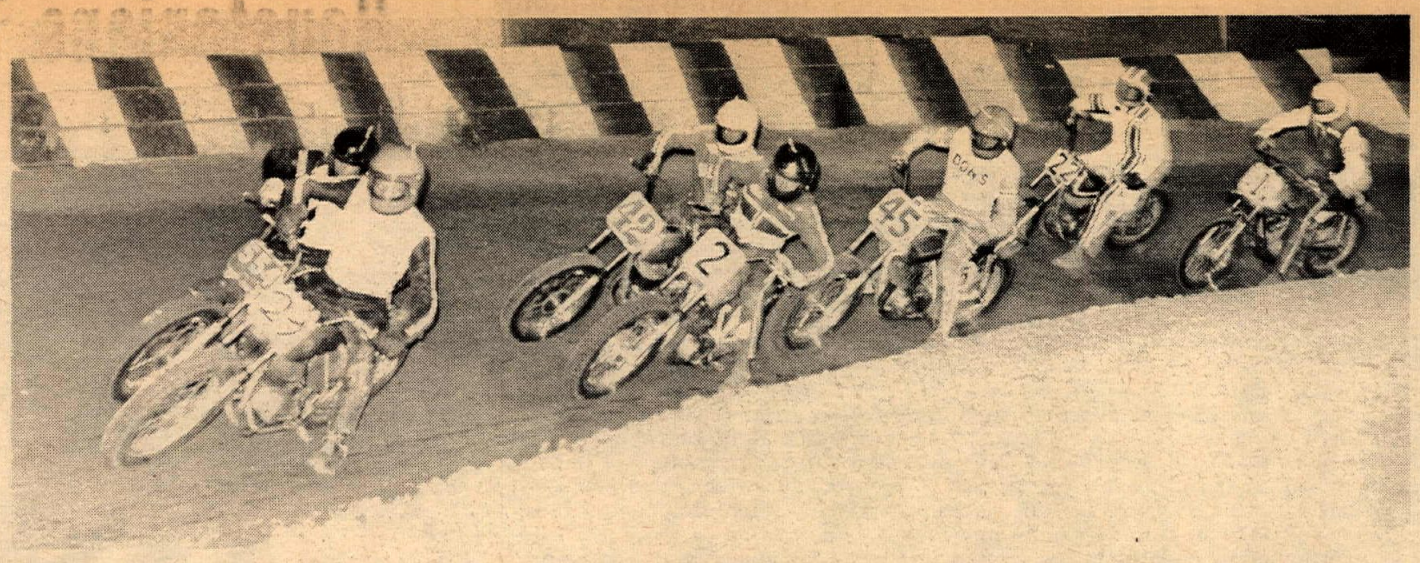
Are You A Lazy Cyclist?

By Elaine Jones

Everyone who rides a bike whether for competition or sport is aware of what is happening to the riding areas in California. The following is a list of questions we should all ask ourselves and better yet answer honestly.

TEN QUESTIONS

1. Have you joined MORE or any similar organization?
2. Do you know what is happening in your particular City or County?
3. Have you ever attended any City Council or County Board of Supervisors Meeting where bike laws are being discussed?
4. Have you ever written a letter to your Councilman or Supervisor protesting what is happening?
5. Have you ever written a letter to your local newspaper defending your sport?
6. Have you ever written a letter, sent a telegram or made a phone call supporting a local official in his stand on your behalf?
7. Have you obeyed the laws set forth by your City or County even if you don't agree with them?
8. Have you circulated petitions to help repeal laws you feel unfair?
9. Have you done your part in trying to change the image of the bike rider?
10. Have you been courteous and considerate to those who don't share your enthusiasm of our sport?



Corbett, Sanders Win Three Each At Trojan

By Eddie Smith

SOUTH GATE, CAL., March 5, 1971 — Dan Corbett rode to victory in two main events and a trophy dash, while allowing Bob Sanders three mains Friday night at Trojan Speedway.

Corbett's victories came in the 125 and 250 TT Mains and the 125 TT trophy dash.

Bob Sanders won the 100cc TT Main by beating Ron Byrd to the finish line. Byrd was mounted on a Kawasaki as was third place finisher Roy Widener.

In the 125 Flat Track Main it was Sanders and Corbett again battling for the win. This time Sanders managed to edge Corbett out.

Chris Smith riding a Montesa from Don's Tire & Cycle and K&W Products was the winner of the 250 Flat Track. At the start of the race Smith ended upside down coming out of turn two. He restarted and led from there on out.

Smith also was the winner of the 250 Flat Track trophy dash. There was a good duel between Smith and Tom Horton who also rides for Don's and K&W. Horton was hit by another bike as he started to make a move on Smith. Tom and his bike went flying in the air. Horton didn't race the rest of the evening as he injured his left knee.

Charles Gann won the 250 TT trophy dash on his Bultaco. Champion Helmets awarded Gann with a helmet for his win.

Rick Hutchins was the winner of the 100 TT trophy dash after Sanders made a mistake and started to run flat track. Kirk Redding won the 100 Flat Track dash on his Kawasaki.

(Results on page 26)

scramblin' around

By Maureen Lee

Well, our District 37 stewards seem to be engaged in a battle of one-upmanship with each other, or playing destruction derby. We have another one down and out: Gary Herwick, the heavyweight desert steward, broke a wrist and foot this past weekend, putting him in the same class as motocross steward Dick Camp. So, go get some more silly cards and mail 'em to Gary, we all need a lift when things like this happen.

Would you believe, we actually have some more scrambles for this year. Three to be exact, and there will be more forthcoming. Beat the bushes hard enough and things start happening. The clubs finally realized what a bad scene the scrambles are in and are rallying around. Not only that, the Lightweights M.C. has reformed and will be concentrating on scrambles. Us scramble riders this year were saved by the bell! So, if you haven't sent in for your new number because you thought riding only 11 was ridiculous, fill out your application, things are getting better.

At this month's District meeting, the Gripsters were present and letters were read from Mike Vancil of the AMA upholding their stand to keep their AMA sanction for Elsinore, plus a copy of the letter they sent to him which was a beaut! As always, there are two sides to every story, but for some people to try and lose us a race like the Elsinore Grand Prix because of haggling, no way. Thank goodness Mr. Vancil heeded the cooler heads in the District who explained the facts and past problems who said, "Yes we've had troubles, but we just can't lose Elsinore." Amen. Maybe it wasn't right the AMA granted them a sanction over the wishes of the District who is the local body of the AMA, but with the troubles we're having finding places to ride, to lose Elsinore? Remember Big Bear and Catalina? Without that AMA sanction there would be no Elsinore and none of us want to have to "remember" Elsinore. We want to look forward to it each year.

Here I am dragging out the soap box out of the cupboard again...are all of you getting involved in this business of trying to suppress noise and still keep our open land open to us? If you're not, you had better get cracking. Unfortunately, most of us free-riding spirits tend to check the Calendar page or the posters in our local bike shop, see there are races still scheduled and figure, "oh well, I can at least ride next Sunday." If you don't know what the pressure being applied is, I shall personally smack you over the head.

Please, support all the groups who are trying to do something, for YOU! If you're a dealer, please support the MIC. If you don't, and if you've a dirt bike shop, there will come a day when you may be reduced to selling one street bike a month and looking for a job as a used-car salesman to help keep the bills paid.

Congratulations to the clubs where all the members joined MORE. Russ Sanford needs the support if he is to lobby on our behalf. By the way, if you are a non-profit club you cannot support Mr. Sanford personally, but you can join MORE, which is the same thing but the legality is different, as to how the money is paid in.

Again, think quiet, and keep thinking it. Our tip of the helmet goes this week to AJS who have come up with contingency money to those winning on the Stormers with their silencer on it. Absolutely no reduction in power which proves you don't have to make a ghastly racket to go fast. If we don't all pull together on this thing there could be a day when you stand wearily in your garage looking at the cobweb-covered dirt bike you can't sell because who would buy it? Even the Salvation Army wouldn't want it because they couldn't give it away. So, let's all start working on these problems including presenting a proper image to certain officials like not losing your temper. Whoops, there goes the soap box again, no damage done, the foam rubber is still under it to keep it quiet when it gives way!

ACA MEMBERSHIP

If a rider does not belong to the ACA and wants to ride an event, he may join and enter at the track the day of the race. A rider the first time out will not be charged the post entry fee.

ANNOUNCING

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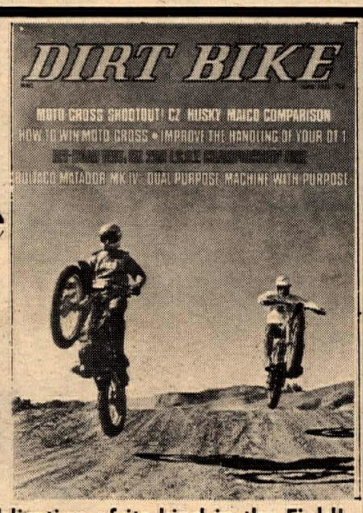

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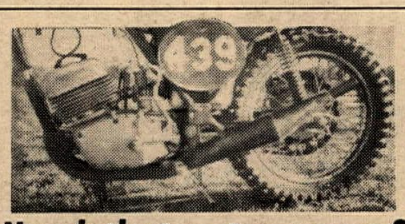

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K&B Cycle-sponsored Sprite rider Bob Morgan powers through the powdery dust moments before his engine seized during the second 250 Sr. moto.

New Track Draws Complaints

By Randy D. Bailey

PHOENIX, ARIZ., Feb. 28, 1971 — When Arizona Desert Raceways (ADR) opened today for its first big motocross, Valley riders were hopeful that ADR would be a top-notch course.

For many, the course was a disappointment. Several top-rated Arizona riders complained that the course was too narrow, too dusty, and too hard on their bikes.

After a short discussion with ADR officials concerning track conditions, sponsored riders Butch Beard (Kaw), Byron Boaz (Mai), Paul Neimi (C-Z), Brian LaPlante (Mai) and several others packed up and left.

For the racers who stayed, there was the challenge of 15-20 miles-per-hour wind gusts, chilled by 45-degree termperatures, plus the deteriorating course surface and clouds of blinding dust.

Because of the narrow course and the thick dust, the first bike at the start into the first turn usually led for the win.

But, even with poor racing conditions, Chuck Lampe riding a Carabella was able to put on a good show and get revenge on Honda-mounted Rick Kraft in the 125 Senior class.

Kraft has been embarrassing the 125 Senior riders at Manzanita Speedway recently with several motocross class victories aboard his Honda.

Lampe beat Kraft off the line to lead the Honda to the flag in the first two motos. Then, Kraft got crafty and powered by Lampe's Carabella in the third moto to get the last laugh.

Marion Warren, riding an American Eagle, provided the nearly 50 spectators with a spectacular crash while leading the second 250 Junior moto.

The throttle stuck on the A-E just as Warner crested a jump approaching the finish line to make his landing somewhat bumpy. He was uninjured, but did not restart.

Ron Saum (Yam) steamed by the downed Eagle for the 250 win.

In the 250 Senior Class it was a parade for Ron Shuman, on a Husky, after most of his competition left in the pre-race squabble.

Shuman led all laps of the Senior motos for the class win and set the fastest times of the day.

He was able to lap the nearly one-mile course in 1:58.0 which was at least six-seconds faster than any other competitor.

The Open Senior class listed only three bikes after the pre-race walk off. Dennis Himes riding a BSA-Yamaha West sponsored Greeves, eased around the course to win all three motos.

(Results on page 26)

Houstonians Top Lockhart

By Janet West

LOCKHART, TEX., Feb. 28, 1971 — Jerry and Judy Roberts' Southwest Motocross Park, in Lockhart, Texas, drew many of the Houston area riders today. As a result, Houston made a great showing, and took home lots of gold.

In the 125cc Expert class Freddy Hanna took first place and Steve Hackney took second place for the H & H Racing Team. Both of the Houston boys ride Pentons. The track seemed to fit their riding style as they battled it out for first place.

It was great to see Bob Graham back out and looking great as he won both the 250cc Expert class and the Open Expert class. Graham couldn't be caught in either race, and with his usual smoothness, he collected the prize money. Robi Holbert had unfortunate luck with both his 250cc and 400cc Husky, allowing Graham and his AJS the victory. In second place (250cc) was Jack Hicks, who found his competition in the third place winner, Wayne Jones, also a Houstonian. Wayne was wired to his Husky Sunday, and could do no wrong. He rode as consistent a race as was ever ridden, and took home third place money to prove it. Wayne is one of the better riders from the Houston area.

Graham flew in the Open Expert class. He looked as though he had been born on his "AJS". In this race, Bob's main competition was Scott Elliott, who came in second. Though Elliott rode a tremendous race, Bob was definitely out of sight and rode his own race throughout the last two heats. Another Houstonian, Mike Murski, won third place money on his new Greeves.

Dan Weir took home the first place trophy in the 125cc Novice class with Mike Brown of Houston right behind him to win second. In third place was Craig Glover, who kept both the first and second place winners on their toes.

The 250cc Novice class was taken by Robbie Robinson on a Yamaha. Robbie won the first place trophy by managing to be consistent throughout the race, which should give some hope to those of you who never seem to finish a heat in the first place slot. In second was Don Rainey, a current Houston winner. Don rides a Husqvarna for all its worth, and usually takes home a trophy for his efforts. In third place was a young man who is definitely up and coming on the motocross scene, Robert Tuggle. Tuggle rides a Husky also, and is becoming quite a jockey in the field. Perhaps he will give Hanna and Hackney something to think about.

None other than Bob Atkins, of the Cyclesports Park track in Houston won the Open Novice class. Bob purchased a new 400cc Husky last week, and has been hot to try it out. Needless to say, Atkins took to the Husky like a duck takes to water. He was up and away with his class, and couldn't resist cracking the throttle to do a wheelie for the crowd now and then. Another Houston boy, Bobby Wilson, on a 360cc CZ, took second place. Bobby is another who is coming on strong lately, and is expected to give the big boys a rough time in the near future. In third place was Billy Caster, who also rode a good race, and managed to let both Atkins and Wilson know he was around.

(Results on page 26)

APRIL FOOL ISSUE — SILLY STUFF NEEDED

As the start of the annual Silly Season approaches, the editors of good ol' Cycle Snooze would like to invite readers to send in funny material for inclusion in our annual April Fool Issue.

Jokes, cartoons, satire, parody, funny poems and silly pictures are invited. Complete April Foolish articles would also be welcome (preferably with illustrations).

Material selected for inclusion will be paid for at our usual rates, and those not used will be returned with a note of sympathy and thanks.

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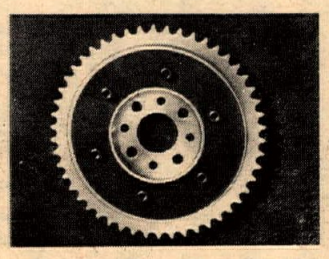
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4th Jim Sumners — Baja 100 (20th overall)
HARLEY-DAVIDSON
the Harley-Davidson outperformers

ACTORS INVADE INDIAN DUNES

The All-Junior Day drew some classy motocrossers.

By John Grout
Photos by Racing Photos

VALENCIA, CAL., March 7, 1971 – Actor Steve McQueen, joining a top notch field of 414 Junior motocross combatants in today's ACE sponsored races at Indian Dunes Park, was able to gather a fourth and a first place finish in two of the motos before running into trouble in the last go-round.

McQueen, who was astride a scorching Husky in the Open events, got the checkered from fellow actor Jim Garner upon completing the first race.

Then Garner – displaying an eye for beauty – flagged the Powder Puffs into activity for their second ride of the day. And keeping a close eye on the "eyer" was a familiar face better known as Paul Newman.

In any event, McQueen, who was blessed with a crawl-away start in his final moto, had been playing a game of catch-up for the entire program and he was facing some of the best riding talent now going in the Junior ranks.

(Results on page 26)

Instead of racing at Elsinore, Steve McQueen showed up at the Dunes and took third in the Open Div. A.

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CONVERSATION PIECE

This conversation was overheard in the pits at a recent Carlsbad Moto-Cross:

"Hey, what's that you've got there?"
"It's my new Ajay Stormer."
"What on earth made you buy that?"
"Well, my other ring-a-ding was getting a bit bent up and I just liked the look of the AJS standing on the shop floor. They're really well finished, you know."
"True, but it strikes me that AJS hasn't been around long enough yet to get established."
"That's what I thought till I went into it. Apparently they started selling them on the West Coast last April but they had them in Europe a year before that and have won two British Championships. Don't forget, they've got Norton behind them."
'Hmmmmmmmmm! Does the yellow tank mean it's a 360 or something?"
"Sort of, except it's actually a 370."
"How does it go?"
"Pretty good once I got used to the gear change on the other side."
"Their ads are always on about their handling. Is it really any better than the other bikes?"
"You're not kidding. I've no idea how but, boy, it just sails over the bumpy stuff. The Dealer said the frame was designed by the same guy who did the Commando Superbike."
"Well, I suppose it's quite a good bike for the novice."
"You're absolutely right. I've only been Moto-Crossing five months and some of these bikes are too damn hard to run unless you're Bob Grossi or Ake Jonsson. It strikes me that AJS has concentrated on making a very simple, easy to ride but fast scooter which will take riders into the Experts during their first season."
"That can't be bad. Jeez! You adjusted that chain real quick."
"Oh, sure, they've got a lot of little ideas like that eccentric cam method."
"Yeah! You know, you've really got me thinking. How much do these things cost, anyway?"
"Well, that's really up to your Dealer, but it's easily the cheapest of any European bike."
"Is that so?"
"And another thing I like is the Parts Prices. They're a little less than most of the others and so far every part I've wanted has been available over the counter. I'm very happy, anyway."
"Okay, glad I talked to you. I may see you at Indian Dunes."

..... AND HE DID ... WITH A STORMER OF HIS OWN ... AND NOW HE'S HAPPY TOO!!

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As the first moto gets underway, 250 riders battle it out in an effort to get the best lines.

'It Was the Most Exciting Winter-AMA to Date'

Tallahassee .Fla., Feb. 28 – It was the most exciting racing yet in the Winter-AMA series. Cloudy, overcast skies turning into rain, usually mean only a slim crowd of hard core aficionados out to watch the various riding styles. For once, this was not true. The progressive promoters, perhaps having a look into a crystal ball, advertised that the race would be run rain or shine, the wetter the better. All local publicity was geared to educate novice moto-cross watchers how much fun it was to watch the racing while it was raining. Fans were told to be sure and bring an umbrella with them.

As the first 250 moto got underway, series leader Barry Higgins, after winning almost every heat to date, found himself running second to factory Husqvarna rider Gannar Lindstrom, making his first appearance of the series. Not wanting to be shut down by a European rider, Barry proceeded to put the pressure on Gunnar. Lindstrom kept pulling away as Barry was finding his task rather difficult. In third place was Gary Bailey, finding it hard to keep the two leaders even in sight. The field of riders were left far behind these first three. Johnny Lee, Zane Kent and Jim Shotton were swapping it around for the fourth, fifth and sixth spots.

Higgins just seemed to be trying to hard. He made several mistakes from trying to overtake the flying Swede and lost valuable distance. On the fast down hill sections of the track, Lindstrom was widening the gap as he went off the hills without touching the ground until the bottom. He took an easy victory ahead of Higgins and Bailey.

The open motos have usually seen one man open a big lead on the field all during the series. This first open moto was the most exciting heat to date in the series, with Jim Weinert, Peter Lamppu, Ron Stockman and Gordon Bowden swapping the lead lap after lap. If the sound of the high revving engines had been hushed, you could have heard a pin drop all through the course as all the spectators had their hearts in their throats watching the fast foursome.

Late in the heat Weinert finally pulled ahead a little and it looked like he would have an uncomplicated win, but on the last lap, Lamppu, who has replaced injured Mike Runyan for Montesa, made his dirve from third position. He sacked everyone and opened about a 10 yard lead which was a long one in this race. Down the hill and into one of the final turns before the finish line came Lamppu. Weinert not giving up, came around some slower riders, Lamppu and almost came around his own rear tire as he found some little extra something to take the win. Way back about 4 feet came Ron Stockman in third. At a distant 10 feet was Bowden getting fourth.

Starting a minute behind the field, series points leader Brian Kenny did not see all of this hard fought action among the leaders. He put on a drive through the field that was unbelieveable. He took fifth position just a few seconds behind them.

Lindstrom looked like he was going to do it again as the second 250 moto started. Getting a quick lead, he opened about a 30 yard lead over Gary Bailey. Higgins was in fourth behind an inspired Johnny Lee who was all over the track as he picked up his speed to stay with the leaders.

Lindstrom had a shock as Bailey went around him like he was standing still. Bailey, obviously down on horsepower to the faster machines in the class, was pulling out all kinds of beautiful manuevers to stay ahead of Gunnar.

Lap after lap, Gunnar would pull up beside Gary to pass him only to find another corner being entered with him in the wrong position. Bailey was taking lines through turns that aren't in the book and would be impossible for and ordinary man.

Meanwhile, back in third, Johnny Lee was doing a fantastic job of holding off Higgins. They were just a few yards behind the two leaders but couldn't seem to close on them.

Lindstrom came off a turn onto a straight late in the heat and used his power to get around Bailey. He immediately pulled about 25 yards in front of the hard-charging motocross professor. It looked to be all over. Higgins finally got around Lee and closed up on Bailey. It looked like Bailey would be relegated to his usual brides maid position. But Gary wasn't done yet. He found still more ways to pick up time in the corners and again passed Lindstom. Higgins, remembering his defeat in the first moto, decided he was going to win and drove around both men to take the checkers for the win. All three riders had to be way over their heads as they crossed the line within yards on one another.

The second open heat was really no surprise to anyone who had watched Kenny's fantastic drive from behind in the first moto. On the second lap he had a 15 second lead on second place rider Gordon Bowden. On the fourth lap, he had opened it up to 30 seconds. Thirty seconds is a long way on a motocross track. It was far enough ahead that Stockman, who finished third right behind Bowden thought that he was second. He had never seen Kenny as Kenny got such a quick lead at the start.

Lindstrom again jumped into the lead at the start of the final 250 moto. He is not known for his ability in the mud and Higgins, who can really gas it when it gets wet just fell in behind him and stayed there. All Higgins had to do was to finish second in this heat and he would have another overall win. Higgins slipped early in the heat and fell down. It was not a hard fall. Just one of those where you go down and are right back up and back into things. As he got into the action again, his throttle came off in his hand. By the time he was going again, he was way back in the pack and had to settle for a third overall.

Lindstom was alone in first and really taking things easy and being careful. Bailey started closing and almost pulled up on Gunnar, but time ran out and Linstrom saw him soon enough to speed up and keep a healthy distance for the win.

This gave Lindstrom the overall win with Bailey getting second.

The last open moto showed where the mud riders were. Although the 250's had appeared as fast as the open bikes earlier in the day, in the mud the faster riders were really turning it on.

Kenny took the win again, followed by Weinert. Third was Stockman.

The Tallahassee course was liked by all of the riders. If offered more variety than any of the tracks used in the series to date. It was exciting for the spectators too, with its long down hill drop offs, a fifty foot high straight up hill and lots of jumps all around the course. With the spectator area packed to capacity, exciting races, and happy riders, Tallahassee was the high point of the Winter-AMA series to date.

(Results on page 26)

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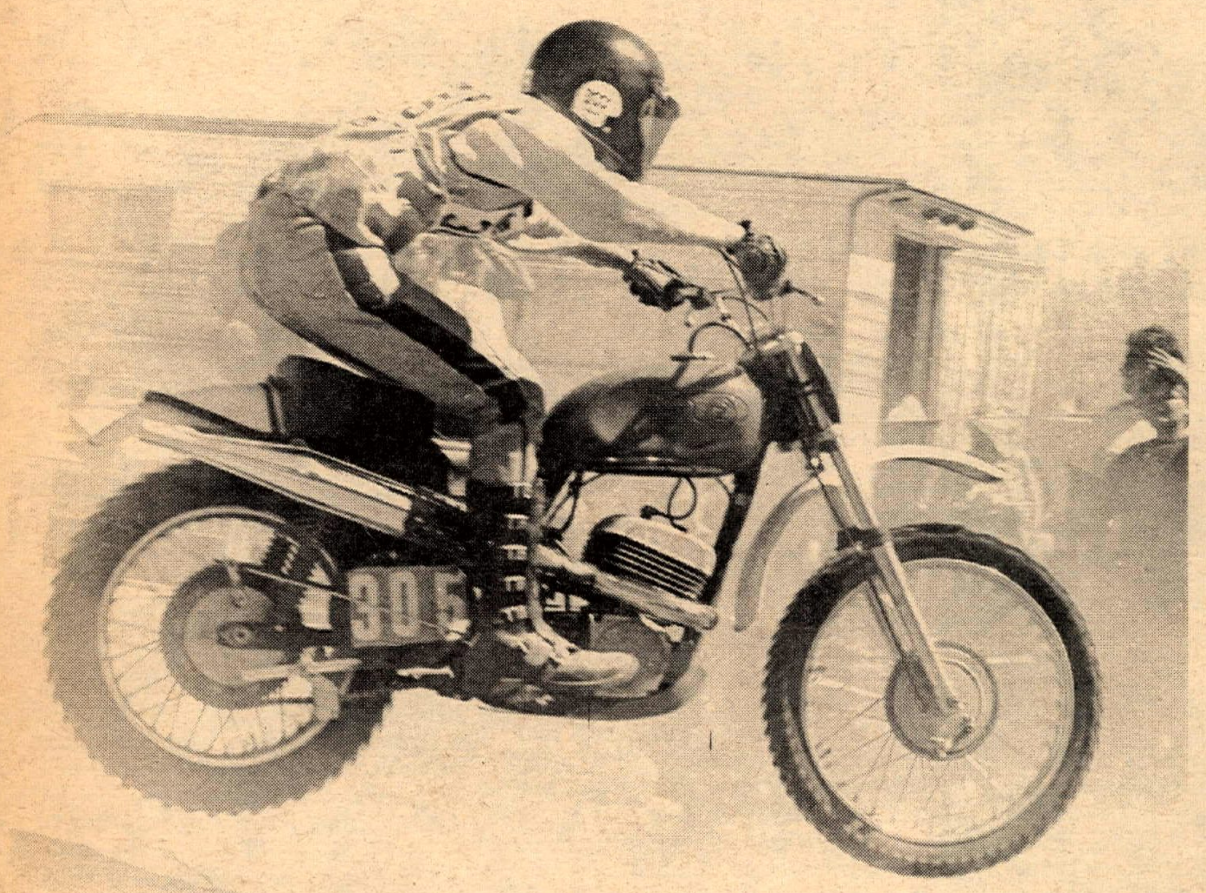
DeSoto wins Elsinore -



Scott Malinoff shows good form on C-Zed.

Many tried, but not all made it.

Crowd estimated at 100,000

By Ron Schneiders Photos by Ron & Ellen Schneiders, Tom Culp, John Bethea, Chuck Clayton & Jim Brooks

Continued From Front Page

District 37 tried their best to put a hex on the event by not listing it on the District calendar. They might as well have issued an edict against Christmas. There were dire prophesies that the clubs and all the top riders would boycott the event. It didn't happen. Some clubs didn't wear their colors, but that was just about the extent of boycott. The Sidehack Association did boycott the event, but even that wasn't effective; there were 10 or 12 hacks without them.

For the Saturday race there were 100 lines of ten riders each! It took ten minutes to walk from one end of the line to the other. Even in this event, which was not supposed to be the main one, it seemed like every star of motorcycling was entered. In the first row was Steve Hurd, Nick Nicholson, and Jim O'Neal. In the second row was Bill Friant, Bill Clements, John Rice and Gene Cannady. It would take the rest of this page just to list the well known riders. These riders were in the 101 to 250 class. Farther back were the Juniors and starting about the fifteenth row were the Novices. Starting about No. 800 were the trail bikes and 'way back at the end were 15 gals, No. 985-1000.

The start, as always, was simply awesome. One row went off about every 10 seconds but it still took almost twenty minutes for everyone to get off the line. No matter where you were on the course, wave after wave of bikes went roaring by in a totality that seemed endless. It seemed like every competition bike in Southern California was on that track, but in reality there were another 700 being readied for the race on Sunday and two other big events were being run simultaneously. Four hundred or so riders were at that moment on their way out to the desert. It takes something like this to make you realize just how big the sport is becoming.

It's impossible to score an event like this on the spot. With over 1,000 riders and the twenty-minute start, the leaders were almost around before some of the riders even got started. By lap three the numbers were as thoroughly shuffled as a pinochle deck. The only saving feature was that the Experts were in the front with the low numbers, so it was possible to keep track of the first half dozen leaders if you were very careful. At the end of the first lap Dave Rogers was ahead with Jim O'Neal close behind and Billy Clements in third. No. 45 John DeSoto had, amazingly, already passed forty Experts and was in fifth place!

By the end of lap 2, two other riders had secured places in the front, Gary Jones and Gene Cannady. Cannady, riding a 125 Sachs, was doing an especially good job because most of his opposition were on 250cc machines which have a decided advantage on the long asphalt straights. Gene, though, was going like wind-blown smoke on the rough sections. John Rice and Preston

the Harley-Davidson outperformers

baja wins again!

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March 7, 1971
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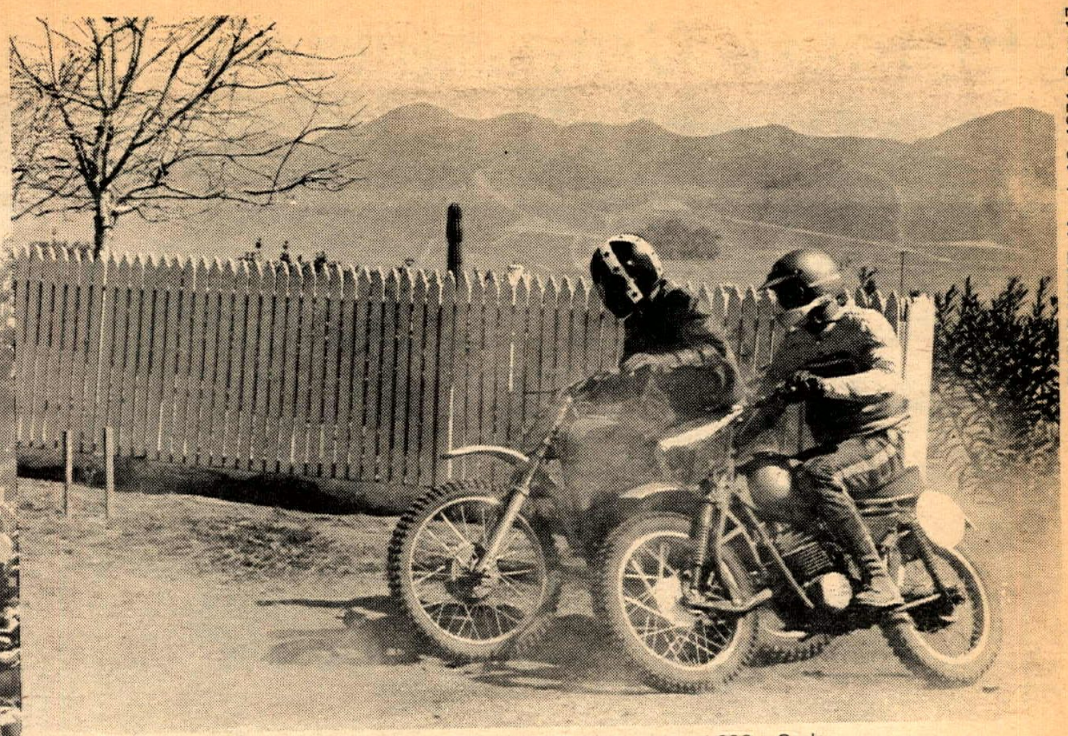
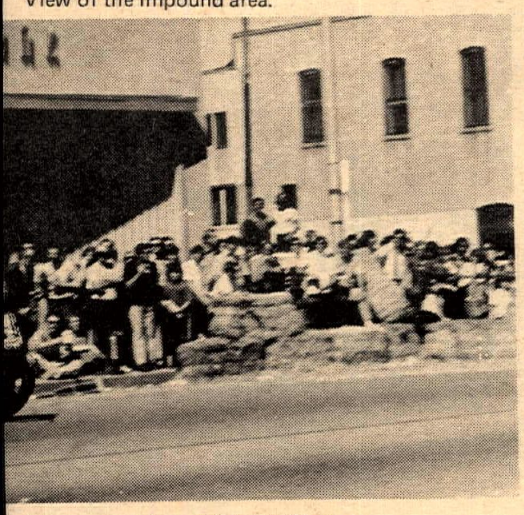
Both Days

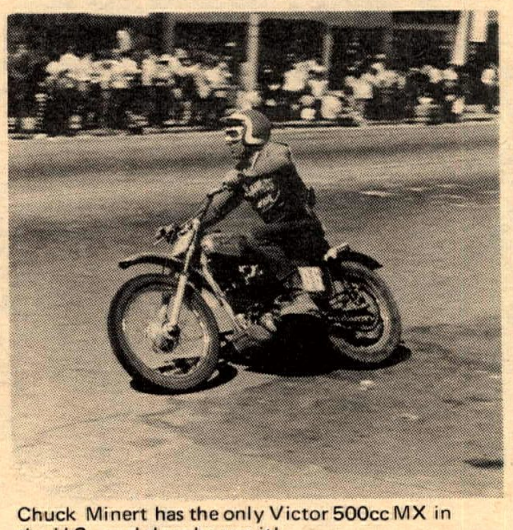
View of the impound area.



Gene Cannady is about to zap that big, bad Husky with his experimental 200cc Sachs.



d the pavement broadslides in this turn.



Chuck Minert has the only Victor 500cc MX in the U.S...and does he use it!

Some photographers would rather shoot girls than bikes.

Petty were also doing very well at this point.

Someplace along in here a rider named (in the program) Roger Harvey started doing very well. The name wasn't familiar but the style sure was. In order to give riders who sent in entries after all the numbers were filled a chance to ride, the sponsoring club, the Gripsters, made a rule that no entries could be sold or traded. Entries that couldn't be used would be given to the standby riders. It's a sensible and fair rule. For distributors who simply had to have their sponsored rider entered at the last moment, there was post entry for a fee of $50.00, take it or leave it. One distributor apparently went ahead and entered his famous racer on an entry purchased from another rider, one named Roger Harvey. His rider took second overall. Congratulations, Roger Harvey.

First overall went to CZ ace John DeSoto. Beyond the first two places things get a little sticky because the starting times enter into the calculations but it appears that Gary Jones on a Yamaha was third while Jim O'Neal, No. 8, on another CZ was in fourth. Fifth and first 125 was Gene Cannady on the Sachs that doesn't know it's supposed to be slower than the 250's. We're walking way out on the limb now, but it looks like the first Junior was Jack Shook. In the other classes it was simply impossible to keep track, but one observer who was tracking only the ladies, says Charlene Higgins, lady Red Dot on a Sachs, was the winner of that class. Only the video tape will get things really sorted out and when it does we'll print the full results, as space permits.

SUNDAY — ELSINORE STRAINS SEAMS

In Sunday's big bike race the leader at the end of Lap 2 was Billy Clements, a Husky rider who really moves out. Billy ran pretty well for awhile on Saturday, but a flat tire and a seized engine did him in. On the starting line, Billy was one of the few riders who really looked relaxed. He looks like about 11 pounds of boy behind a two-foot grin, but his performance is strictly heavyweight and man-sized.

John DeSoto thought it was a fun ride on Saturday, and being a fun-loving type, he went out and had more fun on Sunday. He won. That's what's fun. It took him awhile to catch Billy Clements, but when he did it was all over. This was a race where you had to have something going for you — either the vitality of youth or the experience of lots and lots of races and that's what the next two riders had. John Rice, who dropped back from his top position on Saturday, apparently found some more stamina on Sunday because he got into 3rd and stayed there. John rode a Sachs on Saturday, a Maico on Sunday. In fourth spot was probably the closest thing motorcycling is ever going to have to ideal sportsman: Chuck "Feets" Minert. Chuck has been riding BSA's since before the Japanese discovered motorcycles. His loyalty to the brand exceeds the loyalty most men exhibit toward their wives. I walked up to him

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ASSUMPTION OF THE RISK AND WAIVER OF PERSONAL INJURY CLAIM

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I futher agree to hold blameless the American Motorcycle Association, the Viewfinders Motorcycle Club, Inc. and any property owner or owners and agree to assume any and all risks for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

I have read this entry blank. Yes ☐ No ☐
Types of points wanted — Desert ☐ MX ☐ TT ☐

Signatured required ..... Date .....

STATEMENT OF NOTARY
(Required for applicants under 21 years of age)

I, _____, being of legal age, do hereby Certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____ _____, minor, to compete in all Viewfinders Motorcycle Club, Inc. events, hereby releasing the A.M.A., District 37 Sports Committee, property owners, and Viewfinders Motorcycle Club, Inc. for any and all liabilities. This Statement of consent valid until January 1, 1972

Dated this _____ day of _____ 19____

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COUNTY OF _____

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____ _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

Elsinore Continued

in the impound area and asked him "What are you going to ride today, Chuck?"

"BSA. What else is there?" said Chuck. What else, indeed? Chuck had a rather poor starting position, No. 85, but passed such notables as J.N. Roberts and Tim Hart, an impressive performance. Fifth spot went to Vic Hannon, we think, but it's getting chancy.

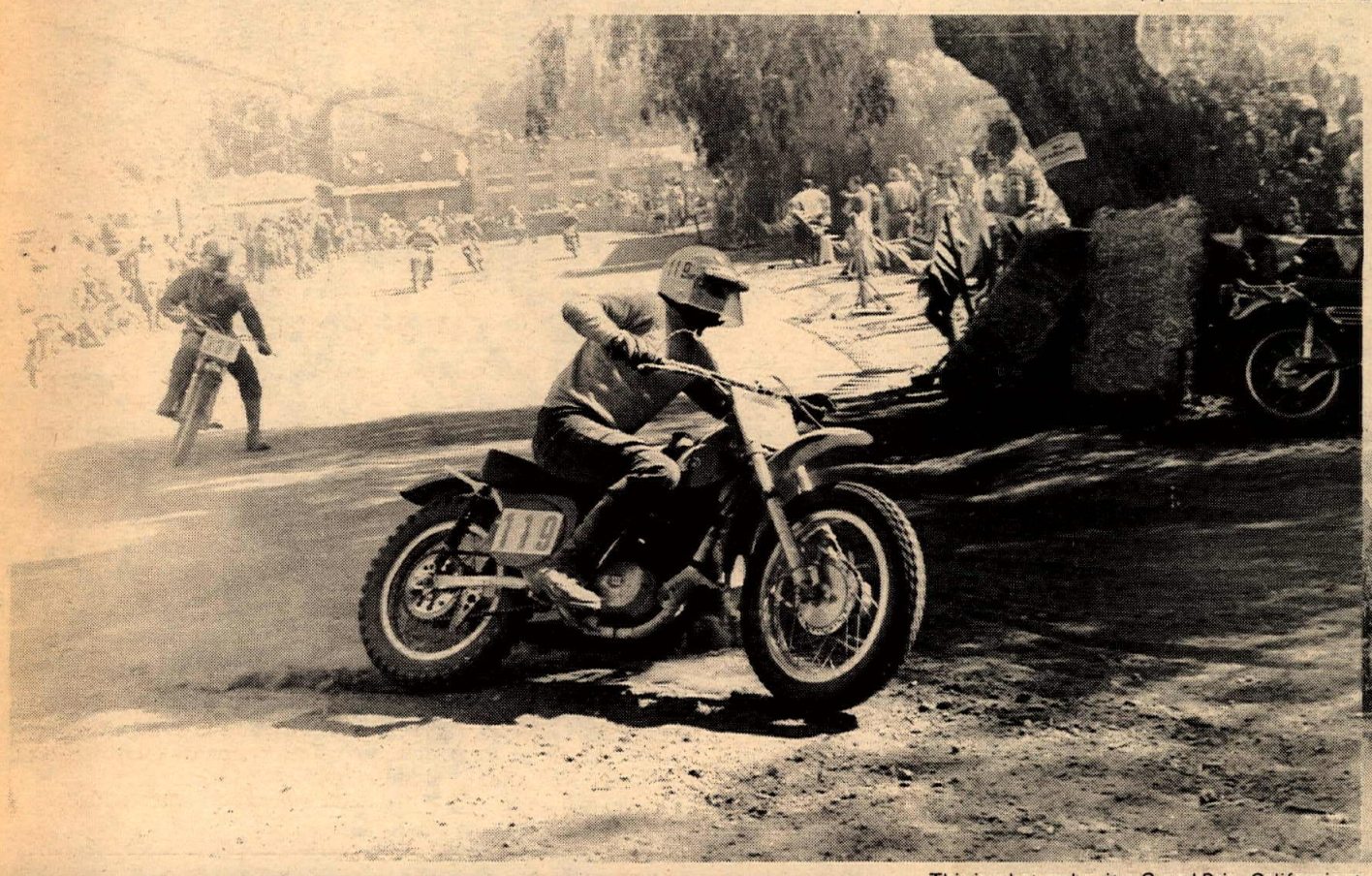
There were about 10 to 11 hacks in the race, but it wasn't the race it was last year with many of the hacks boycotting the event. Only three of the sidecars finished, so the officals says, and we don't have the winner. Running behind the hacks were a special class of 0-250cc Experts with an enormous handicap. They had to pass all the Novice and Junior big bike riders as well as the hacks on their smaller machines. I don't know how they ended up, but halfway through the first lap, Gene Cannady on an experimental 200cc Sachs had moved from his 563 position to someplace in the early 300's. He had pased some 200 riders and all the hacks in about 5 miles! He's really fun to watch.

To win Elsinore once is an enormous feat; to do it twice on the same weekend lies somewhere between statistical improbability and miracle. But that's just what the happy Hawaiian, John DeSoto did. DeSoto started far enough back both days that no one could say he had any advantage, but DeSoto himself claimed an advantage from an unusal source, the dust. "The dust slowed a lot of riders down which gave me an advantage," he said, "I just stayed upwind and passed them." What he didn't say was that upwind was often far off the trail, in the rocks and ditches, where no one else could ride. His certainly ranks as one of the great performances in motorcycle racing.

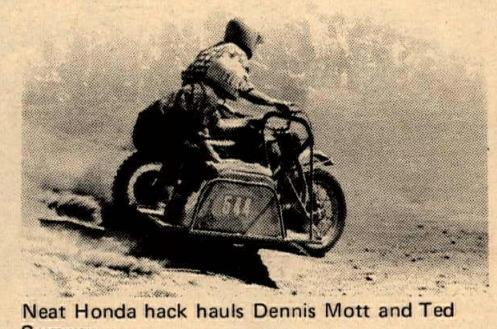
While on the subject of miracles, it seems somewhat miraculous that the Elsinore Grand Prix has now been run four years. It's the kind of event that takes an awful lot of meticulous planning to start with, and then a tremendous amount of luck. The course runs right through town, right up the

With free admission, spectators viewed the fun from every vantage.

"Wide World Of Sports" covered the races for broadcast over ABC-TV May 14.



This is what makes it a Grand Prix, California style: the sudden transition from pavement to dirt.



Neat Honda hack hauls Dennis Mott and Ted Sumner.

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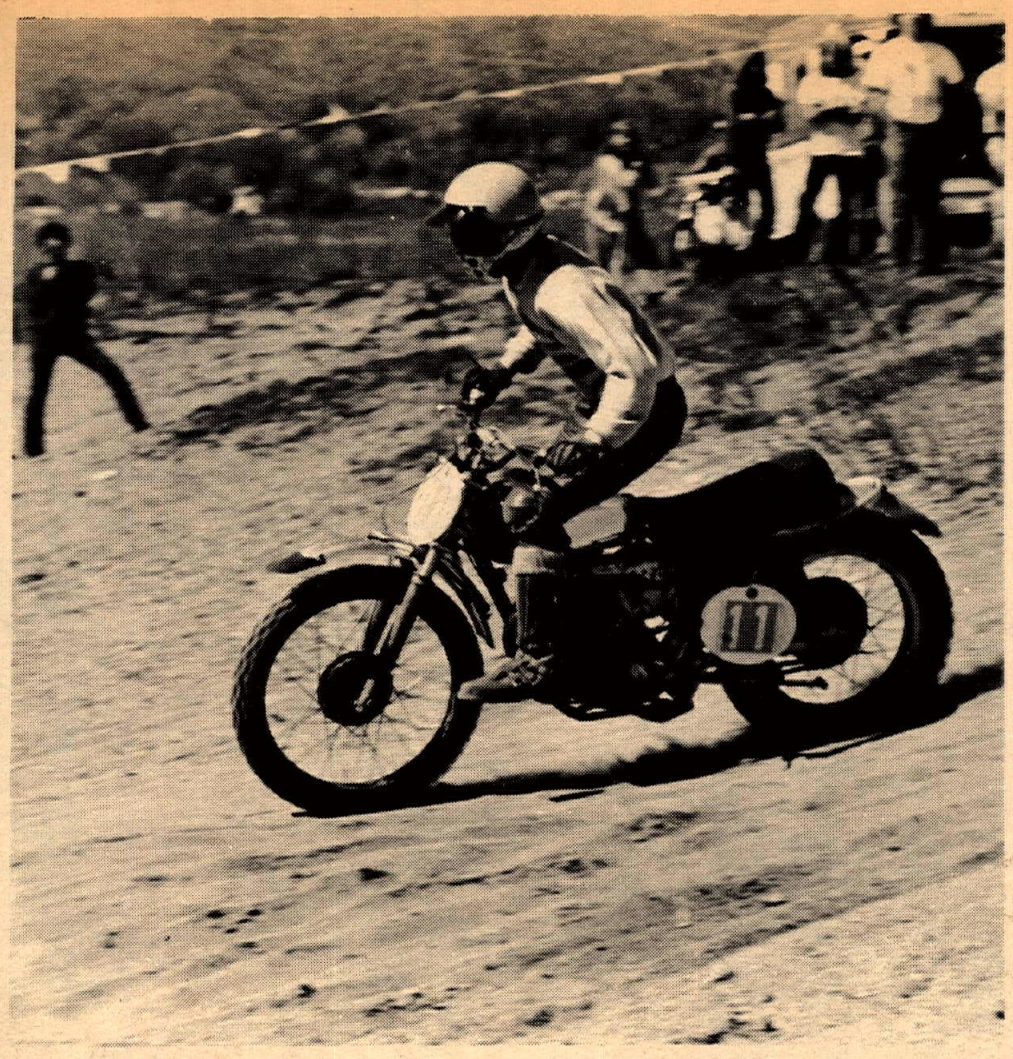
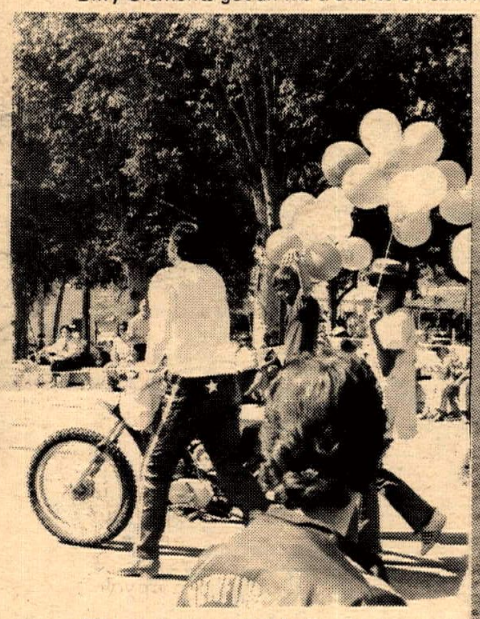


Billy Clements got all his troubles on Saturday, finished 2nd on Sunday.

Food for champions: Rice with Maico.



There was a carnival feeling in the air.

Body English to avoid a fallen scooter.

main street, in front of people's yards and store fronts and fences, right through their lives. And not all of these people love cycling the way we do. They've put up with it and some of them have become fans themselves.

This year a lot of damage was done to property in the town. The temptation is to blame it all on the one-percenters, but they weren't the ones riding minibikes and trailbikes over people's lawns, nor did they leave all the trash. Many of own own did that, as well as burning some of the course barricades for firewood.

Many people were hurt over the weekend. ABout half were spectators, the other half were competitors. It is a dangerous event, which of course is a lot of the fascination. There is not much possibility of effective crowd control. It would take thousands of people to really police the course and there is not enough money in the operation to finance that sort of program. Whether Elsinore can continue is problematical. I hope so. I don't think there's a better race in the country and I include Daytona. And I have to say that in spite of the fact that the Gripsters wouldn't sell me an entry and in spite of the fact that my wife was one of the spectators that got hurt.

(Results will appear when tallied)

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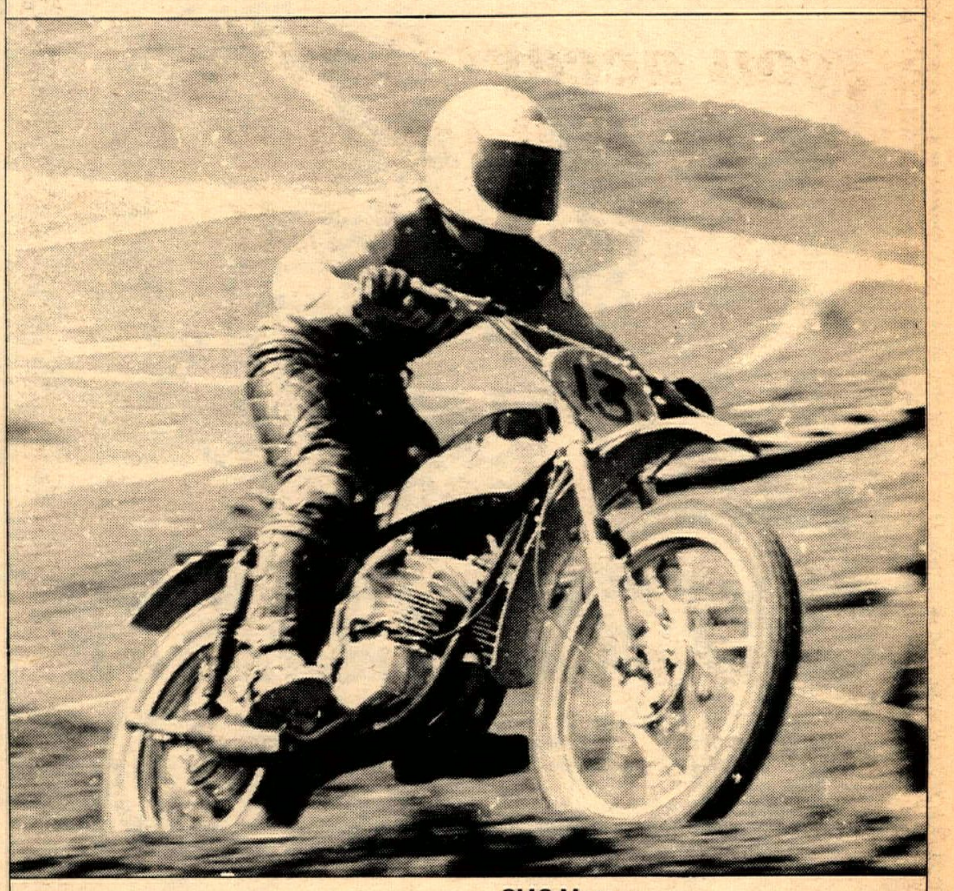
PUCH WINS



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John Langfield crashing at Liverpool. Langfield sustained a damaged vertebrae when his head struck the fence after he had lost control and fallen from his bike. He is one of many to have been seriously injured during Australia's Speedway season. Photo by Des. C. Lawrence.

scene australian speedway

By Peter White

SYDNEY, AUSTRALIA, Feb. 25, 1971 — Australia wrapped up the 1970-71 speedway Test series against Great Britain with a resounding 56-52 win in the seventh and final Test at the Sydney Showground. This victory meant the Aussies clinched a 4-1 results — their best ever in the four years the competition has been running. Two of the matches were drawn.

Considering the underrated Kangaroos were well down on experience in the international field and they faced a team made up of world class riders, the home boys did remarkably well and should be justifiably proud of their achievements. The British, still a recognized speedway power, came to conquer — as usual — but instead were flat out saving face as they took defeat after defeat at the hands of the locals.

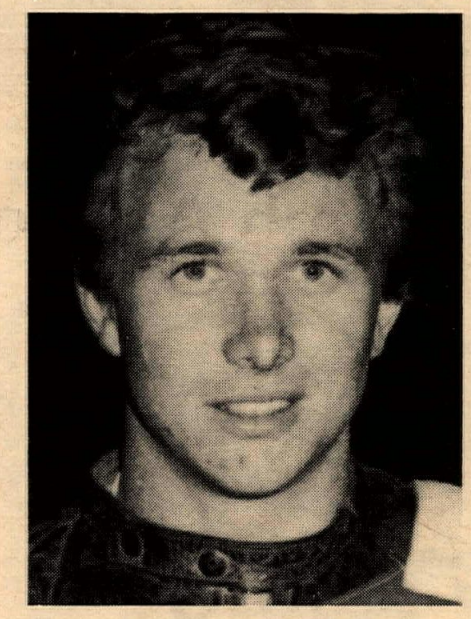
Hero of the Aussie attack was captain Bert Kingston (Queensland), who scored a great 18 point maximum — unbeaten in his six races. Best for Britain was Liverpudlian Chris Pusey, also a grass track star, who managed 16 points.

ANOTHER RIDER CRIPPLED

Never before in such a short space of time has so many dirt track daredevils been killed or maimed.

Following earlier reports of Sydney rider Gary Hay being paralyzed for life, the dreaded situation has cropped up again with sensational Adelaide rider Laurie Hodgson being crippled in a track crash at the Rowley Park speedway, South Australia.

Hodgson had rocketed into prominence in the Tests this season and was piling up big wins all over the country. He was in top form and wowing fans and promoters with his skill and speed in the toughest competitions. A trip to England was his for the taking and in general he had the world at his feet.



Then, one tragic night last month, everything crumpled in one split second.

Laurie was pressing for the lead in a handicap race when the front-runner fell. Hodgson clipped his machine and was flung to the track. A following rider ran over him and broke his neck.

Now the good looking 24 year old faces a bleak future. He lies in the hospital paralyzed.

The same weekend two other riders in separate states were also injured. In Perth, Western Austrlia, Les Leisk sustained back injuries when he hit another rider and fell and in Brisbane, Queensland, Bob Gourlay smashed a kneecap when he struck the safety fence at speed.

HARKINS U.S. BOUND

Popular Bertie Harkins, the bespectacled Scottish champion, plans to fly out to the States any day now.

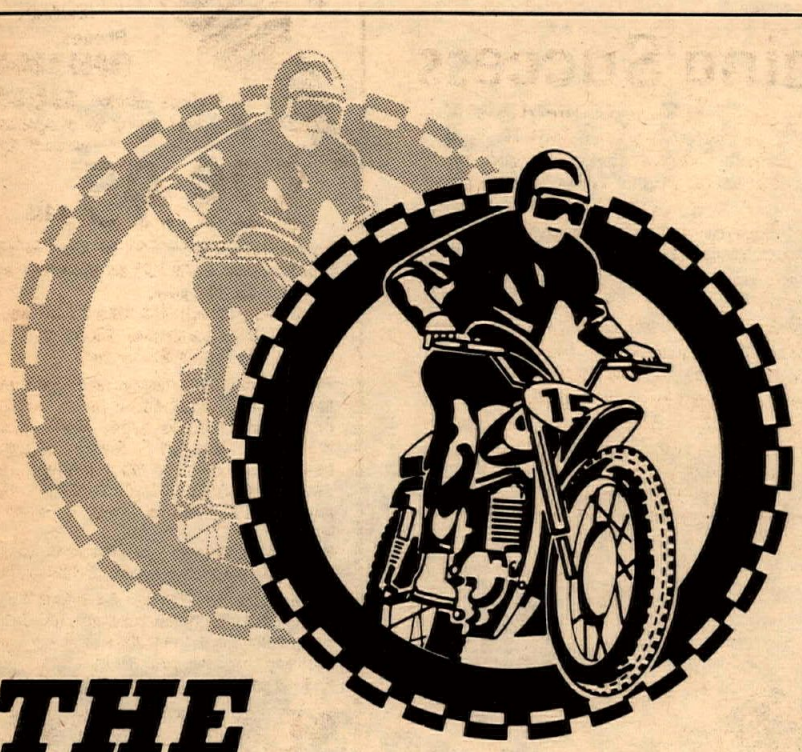
Bert sustained a fractured left scaphoid when he fell from a road bike — a speedy Honda 4 — several weeks ago. This dismally cut short his already curtailed Down Under season and left him sidelined for at least three months.

Harkins was testing a road bike in the Sydney suburb of Liverpool, not far from the speedway circuit where he is based this season, when he lost control and crashed. He was whisked away to the hospital for immediate attention but the break was such that his riding for the summer has finished.

The injury comes as a double blow for the popular Haggis eater. Las October, at the beginning of the Australian season, Harkins stopped off as usual in California to compete in the Anglo-American Gold Cup series and had the misfortune to crash with Rick Woods and break a leg.

That kept him out of the saddle until after Christmas and he was only just starting to get back into the groove. Now all he can do is pack his bags and head back home to Scotland. There he hopes to see speedway's miracle medico, Dr. Carlo Biagi, and get fit for the rugged British League campaign which kicks off at Easter. Providing he is fit to ride, Bert will again captain the glamor London First Division team, Wembley Lions.

Rather than sit around fruitlessly in Sydney, Bertola has decided to jet back to the sun of good old California (!) and spend some time with his many motorcycle acquaintances in the Los Angeles area before returning to Scotland for final treatment prior to getting back into the saddle for the 1971 British League campaign.



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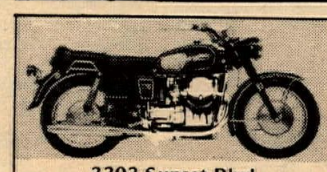

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SRA Headlines Beginner, Novice Scrambles

By John Bollinger

ADELANTO, CAL., Feb. 14, 1971 — With the closing of free public riding areas in Southern California, many former trail riders are turning to competition events for a place to ride. More of them are coming out to the Sportsman Racing Association's monthly Beginner and Novice Scrambles. The entry has almost doubled in each of the last three races. Almost three-hundred came out in beautiful 85 degree weather on this day to ride the 7.3 mile course.

The smokebomb was on the crest of a low hill about three quarters of a mile from the start. From there the course crossed open desert dropping into a fairly fast sandwash which ended at Chick I. Over some rolling foothills, down another wash and through Check II brought the rider to some rather unique danger markings. At a point where the course dropped suddenly into a shallow ravine, a large "Danger-Bridge Out" highway sign caused most riders to slam on the brakes and check things out very carefully for a lap or two. From there into Home Check a few whoop-de-dos kept things interesting. The course was very well marked with lime, red arrows, and ribbon with each major turn bordered in strings of colorful "used car lot" pennants.

The races were divided somewhat differently this time with the 100-125 Beginners under 16 in a completely separate race. Officials did this to give the youngsters a chance to compete with only riders their own age. Some of the older riders were happy about this since the class had been won the last two times by a 13-year-old "shoe".

Unfortunately there were a number of riders who had to be disqualified for pit racing and course-cutting, as well as a couple of Juniors who rode as Novices and three Novices who signed up as Beginners. There are always a few who will try to cheat and SRA officials want them to know they are not welcome.

Everything from sign up to finisher pins was well organized and most riders seemed to think it was a bitchin race. Trophies for this event can be picked up at SRA's next race on March 14.

(Results on page 26)

100 Novice rider does his thing for the spectators during practice.

Matterhorn Hillclimb A Whopping Success

By Larry Huffman

IRVINE, CAL., March 7, 1971 — Saddleback Park hosted its second Matterhorn Hillclimb of 1971 today and the largest crowd ever to pass through the gates on a non-national-event saw the two-strokes again triumph over the bigger bikes.

Frank Breckenrige of Saugus, Cal., on a 400 Husky thrilled the capacity crowd of more than 2500 by completely dominating the event, winning both his 500cc class and taking Overall Eliminator honors as well. Placing second to Breckenridge was Neal Mackel on borh a 400 Husky and a 750 Triumph.

After seeing two 125's conquer his beloved mountain two weeks previously, Saddleback President Vic Wilson directed his crews to bulldoze a 10-foot wide ledge approximately two-thirds up the Matterhorn's slope. This would, Wilson surmised, make it a teensey-weensey bit more difficult for the riders. He was right as the ledge caused each bike to leave the ground for 10 to 15 feet when the front wheel hit the embankment. This tended to, as they say, "separate the men from the boys," to say nothing of separating the riders from their bikes so often that a total of only three or four actually made it over the top of the Matterhorn.

The smallest class of the day saw a "battle of the minis" as Paul Hobgood on a Yamaha Mini Enduro slugged out a win over Mark Pruitt on a Honda Mini Trial 70. And yes, Neal Mackel and Bruce Feavor actually made a serious attempt on the dreaded mountain riding double on Mackel's Triumph. They managed to power their way past the "Lunatic Ledge," which was better than several other bikes could do.

After surveying the record turn-out, Wilson stated he planned to stage "many more Matterhorn Hillclimbs probably on a regular basis beginning in the near future."

(Results on page 26)

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Please specify motorcycle make & model. Mount type required. Eye at each end or eye and clevis type. Now in stock the new "Mavrick" 5-way adjustable heavy duty shocks, rebuildable lustrous chrome springs, 11½" or 12¾" length available. Center to center of eyes 3½" travel.
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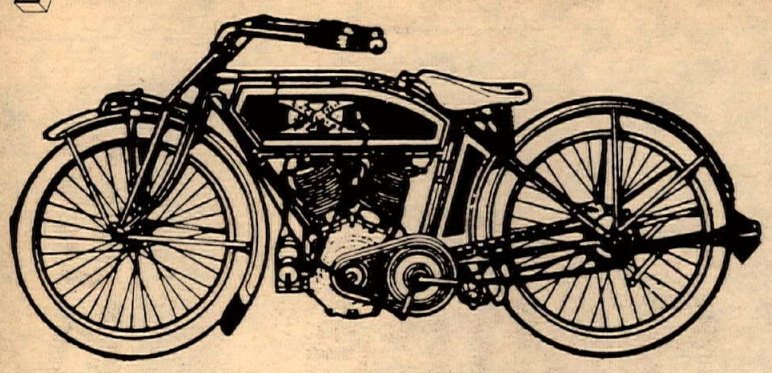
Los Angeles, Calif. 90034

Cycle News



SWAP-O-RAMA

friday

MARCH 26th.

GIANT BARGAINERS BAZAAR & AUCTION

dealer liquidation

motorcycles & related items

$3 SELLERS $3

SET UP STARTS NOON

$1 SHOPPERS $1

DOORS OPEN
5 P.M. – MIDNIGHT
KIDS 12 AND UNDER 50¢

Orange County Fairgrounds

NEW PORT FREEWAY SOUTH TO COSTA MESA, TURN RIGHT ON FAIR DRIVE.

$25 VOUCHER FOR QUIETNESS

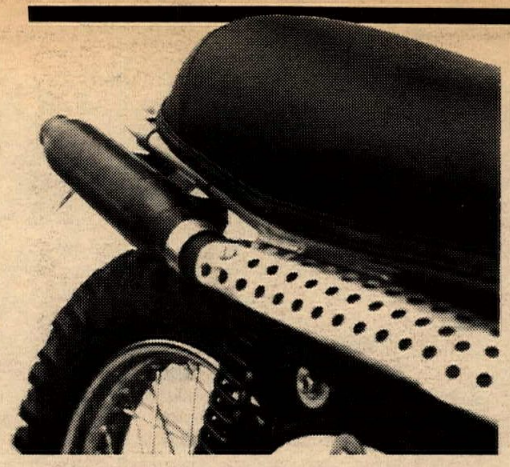
Any rider of an AJS Stormer in the States of Oregon, Washington, Nevada, Arizona or California winning his class at a Motocross, T.T., or Enduro will win a Voucher for $25 worth of parts, irrespective of whether he is in the Novice, 250, Junior, Expert or 500 classes, from Norton-Villiers beginning April 1, 1971.

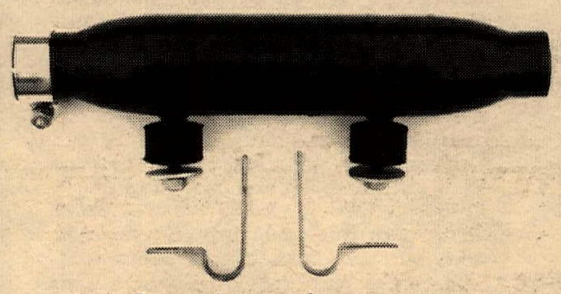
The Award will be until further notice and subject also to certain conditions, reports Mike Jackson, general manager. The machine must be fitted with an AJS Muffler (part No. 0700054) which is available from all AJS dealers; the win must be published in "Cycle News" or MCW, and no rider may win more than one voucher per event.

Voucher Application Forms will be available at all AJS dealers and when completed these must be sent to N.V.C. together with the cutting from the weekly paper.

It should be noted that the AJS Muffler was developed on a dynomometer. There is no power loss at any rev range. As from this time, all sponsored AJS machines are fitted with mufflers of this type.

New Stuff

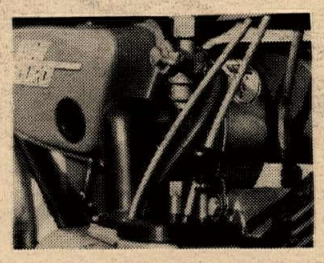




GET A GRIP ON IT

Barnett, the company that has been clutching the world for years, now has a good grip on it. The grip is the famous air cushion Granturismo available in five styles. Granturismo grips sponge up vibration and makes your Mixmaster V-twin feel like a Buick. Also new in the BArnett line are some fine light-blue tinted fuel lines, resistant to almost everything and in decorator colors too. From your local Barnett dealer.

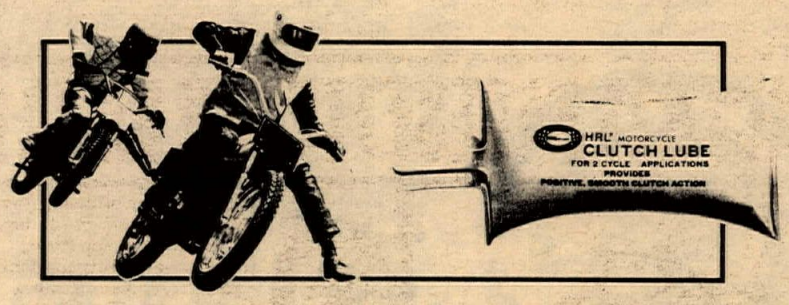
BABY YAMMY ROCK STRAINER



Even mini enduros have the right to breathe claims Webco, so they are handling a Mini Enduro Air Cleaner made by Proto Products which is designed to replace the original and provide 4 to 5 times more air handling capability. Naturally, the inards are by Filtron. $14.95 list from your friendly Webco dealer.

HRL® MOTORCYCLE CLUTCH LUBE

FOR 2 CYCLE (WET CLUTCH) APPLICATION
PROVIDES POSITIVE, SMOOTH CLUTCH ACTION



"WHERE IT COUNTS!
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- MINIMIZES CLUTCH ADJUSTMENTS
- STABILIZES CLUTCH OPERATION
- ELIMINATES GEAR DRAG
- COATS AND PROTECTS ALL INNER MOVING PARTS

H.R.L.'s CLUTCH LUBE WITH MoS_2 is recommended for all gear boxes with a wet clutch in common sump. This lubricant, when added to the transmission, has a dual effect. The molybdenum disulfide having a great affinity for metal soon impregnates all moving parts of the transmission. Although it does not change the physical properties of the recommended transmission fluid, it DOES increase the extreme pressure characteristics. CLUTCH LUBE WILL WITHSTAND 200,000 P.S.I. – RESULTS - metal to metal contact is practically eliminated, thus protecting all metal surfaces and avoiding gear drag. Clutch action is stabilized, operation is smoothed out and clutch adjustments are minimized.

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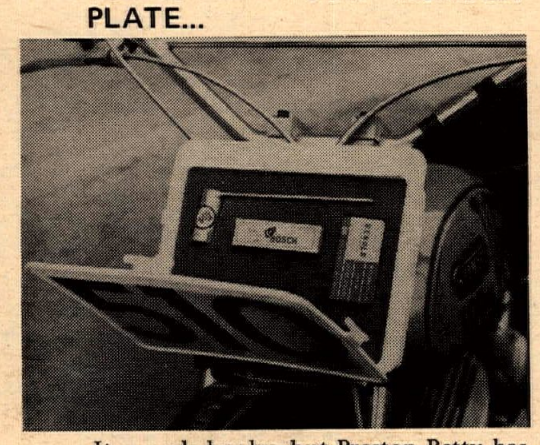
& Things For Cycles

FIX A FLAT IN 7 FLAT

Fix a flat right on the side of the road in seven minutes just like Sammy Miller? This kit should help. It contains patches, cement, rough-upper and CO_2 bottles, costs just $5.95, and is available from your Webco dealer. But it might take just a little practice to get your time down to 7 minutes...

A MESSAGE FROM FLATLAND: CARRY YOUR TOOLS IN YOUR NUMBER PLATE...



It sounds kooky, but Preston Petty has developed a combination toolbox/number plate and it works very well. It's made from high impact strength plastic and the tools are shock mounted in sponge rubber. The number plate part is regulation size for District 37. Item costs only $9.95 from all Webco dealers.

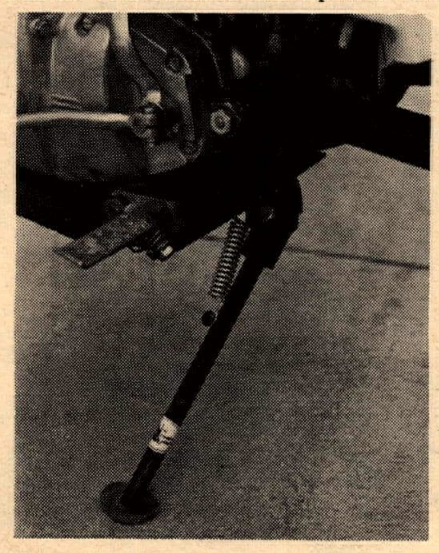
CLUB YOUR SHIRT

Jim Davis Printing will put your club's name and emblem on shirts for nothing if the design is not too complicated. His shirts are non-shrink and feature an extra long tail. There is a one-dozen minimum order and they pay shipping. For prices and such, write to Jim Davis Printing, Box 1002, Burbank, Cal. 91505.

Jim Davis also makes a complete line of motocross protective accessories. These include shin guards, shoulder guards, chin protectors, and chest protectors. And once you've wrapped yourself in these, you'll want to cover the whole thing with a Jim Davis motocross sweatshirt or jacket. As above, your design will be printed on the front at no cost.

PROP UP A GREENSTREAK

Does your Greenstreak fall down every time you're not looking? Proto Products, 18738-1 Bryant St., Northridge, Cal. 91324, has just the thing for you: a chrome-moly kick stand. At only $15.95, how can you go wrong? They fit C-Zeds too. For the younger set Proto offers a real racer's air cleaner complete with Filtron element and no restriction to cause power loss.



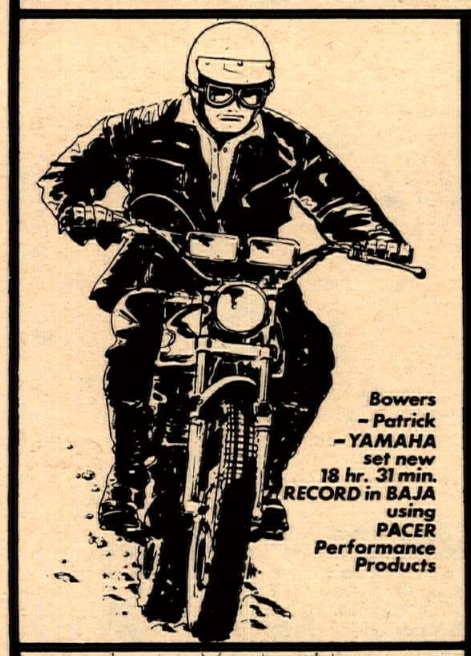
EXTRA MX PLATES

Riders in District 37 who wish an extra set of three motocross number plates must pay $2 per set or $1 for each additional plate. Contact Dick Camp, 623 Mary Ann Dr., Redondo Beach, Cal., 90277, for more information. Phone is (213) 372-2266.

HERE GOES YOUR FAVORITE COP OUT

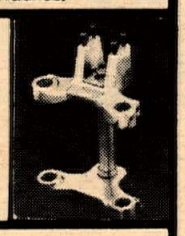
"I really won the event but there was mud on my number plate and they didn't get my number," he cried sorrowfully. "But why weren't you wearing your Cycle News Number Jumper like Joel and Ake and those other guys that lapped you," you exclaim incredulously. "Because only Europeans can get number jumpers like these," he sighs..."Now you've got him because now everyone can have a Cycle News Number Jumper for just $4.00 plus $.50 handling from Buffalo Breath, 905 E. 19th St., Santa Ana, Cal. 92706. Big High numbers with all your M's and X's and C's guarantee visability front and back for miles.

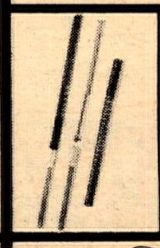
PACER IS PACESETTER IN BAJA!



Straight-cut primary drive gears reduce friction, heat by removing side-thrust from crankshaft, contribute to all power-adding equipment. For AT-1, CT-1, DT-1, RT-1 Yamaha Enduros.

Adjustable fork triple-clamp extends rake for high-speed stability or neutralize steering for close-quarter maneuvering work such as trials. Five-position plates give wide range of angles.





Unique fork damping, oil recirculating system is new suspension miracle. Includes S&W dual-rate springs, Teflon bushings. Greatest boon to handling since telescopic forks! Patrick-Bowers use these and other PACER products.

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Send 25¢ for brochure illustrating complete line of PACER "Roadrunner" products for performance, styling, handling and maintenance. PACER products are sold only through authorized dealers, nationwide.

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The top Puch factory riders, Harry Everts (left) and Christian Gouverneur (middle) accomplished quite a bit during their short stay in Southern California. While exchanging overall wins at the CMC's Steen's Series, they held off the efforts of many of this country's top motocross riders. During their last event, however, the American's finally got a winner in Bill Urban (right), but Mr. Puch (behind Urban) wasn't at all unhappy – Billy beat the Europeans at Osteen's Bike Park in Pomona, Calif., on another Puch.

Both Europeans are 19-years-old and both began racing at age 12. Harry is the youngest Belgian rider to become a Sr. 500cc champion; in 1968 he took six first places in the 250 and 500 classes on Husky and CZ. He became a Puch factory rider last October as did his teammate. While not racing, he works as a welder on giant TV towers.

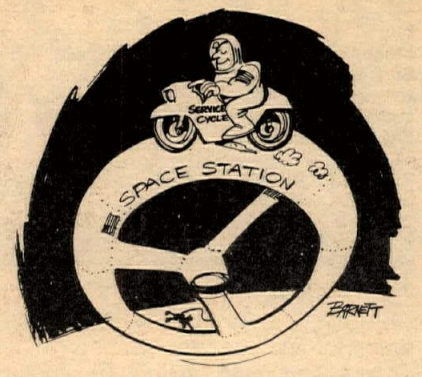
Christian was a Jr. in 1968-69, but turned Sr. in 1970 and had 10 finishes in the top 10 in Belgium runs. He works in a bike shop for the well-known World 250cc Champion Joel Robert. Joel thinks he is a real comer. Before riding Puch, he rode Montesa. The pair left for Europe last week. *By Dick Wright*

WHERE YOU MAY RIDE

Ever wonder where you are going to ride next weekend? For those who have spent endless weekends searching for open land, American Honda motorcycle dealers now have a number of maps showing approved riding areas in Southern California. The Honda Trail Guides cover from Big Bear Lake to Saugus and they show which lands are open and where you will end up if you start over the mountain. Of special interest are many locations especially set aside for minibike riding and beginners.

If you hesitate to try a new area, don't know about access to fire roads, or which lands are open to motorcycle riding, the new Honda Trail Guides will show all approved roads and riding areas covered by each map. Additional areas are being added regularly. As the Forestry Department reviews and approves other maps, Honda Motorcycle dealers will add these new regions to their selection.

For increased enjoyment and trouble free riding, see the Honda dealer in your area. (Note: Southern California area maps only are available at present).



McLeish Returns To HRA Win Column

By Rich Hoffman

HUNTINGTON BEACH, CAL., March 7, 1971 – With most of the local hot shoes riding the Elsinore Grand Prix today the 125cc Novice class had the largest number of entries, requiring two divisions. Winner of Division A was Von Peterson. Bill Henderson captured B Division.

Derek McLeish was the happy winner in the Open Expert class, and took home twenty dollars for his first overall on the big bikes.

The 100cc, 125cc and 250cc Experts that normally ride Hungtington Beach were noticeable missing due to Elsinore, but because of a H.B.C.P. rule that all pie platers ride Expert, there was plenty of action including some rather unusual crashes that seemed like something out of an old slapstick comedy.

It was my first visit to a H.B.C.P. moto-x in over a year and the course has been completely changed, and all for the better, if you like a fast course with some hard T.T. type surface to do a little sliding on. In a way it's more like a rough scrambles and really looked like a fun place to ride.

(Results on page 26)

A.M.X.T. BENEFIT & SCHOOL MARCH 20 & 21st AT DEADMAN'S POINT

Bob Dresslar, owner and promoter of popular Deadman's Point motocross track has set aside March 21st as the day for a special benefit Motocross for the American Moto-X Team. A portion of the proceeds from this event will be donated directly to the A.M.X.T.

In addition to Sunday's special program, Saturday, March 20th features Russ Darnell, Captain of this year's American Moto-X Team holding a basic motocross training school. This will be an excellent opportunity for young motorcycle enthusiasts to break in and learn motocross the right way, as well as help America's effort to gain aWorld Champion in Motocross. All the proceeds from this school will be donated by Russ to the A.M.X.T. The school begins at 11 a.m.

MOTORCYCLING'S SOUND AND FURY, JOY AND EXCITEMENT; AN EXPERIENCE ON CHANNEL 9'S "WORLD OF TWO WHEELS"

"World Of Two Wheels," a half-hour color special presenting a variety of motorcycling events that appeal to the amateur rider will be shown March 18 at 9:30 on Los Angeles Channel 9 (KHJTV). Check local listings for when it will be presented in other areas.

Produced by Triangle Television and sponsored by Yamaha, World Of Two Wheels is called "..an exciting in-person report on the unique world of amateur motorcycling, totally involving the viewer in a love affair with two wheels."

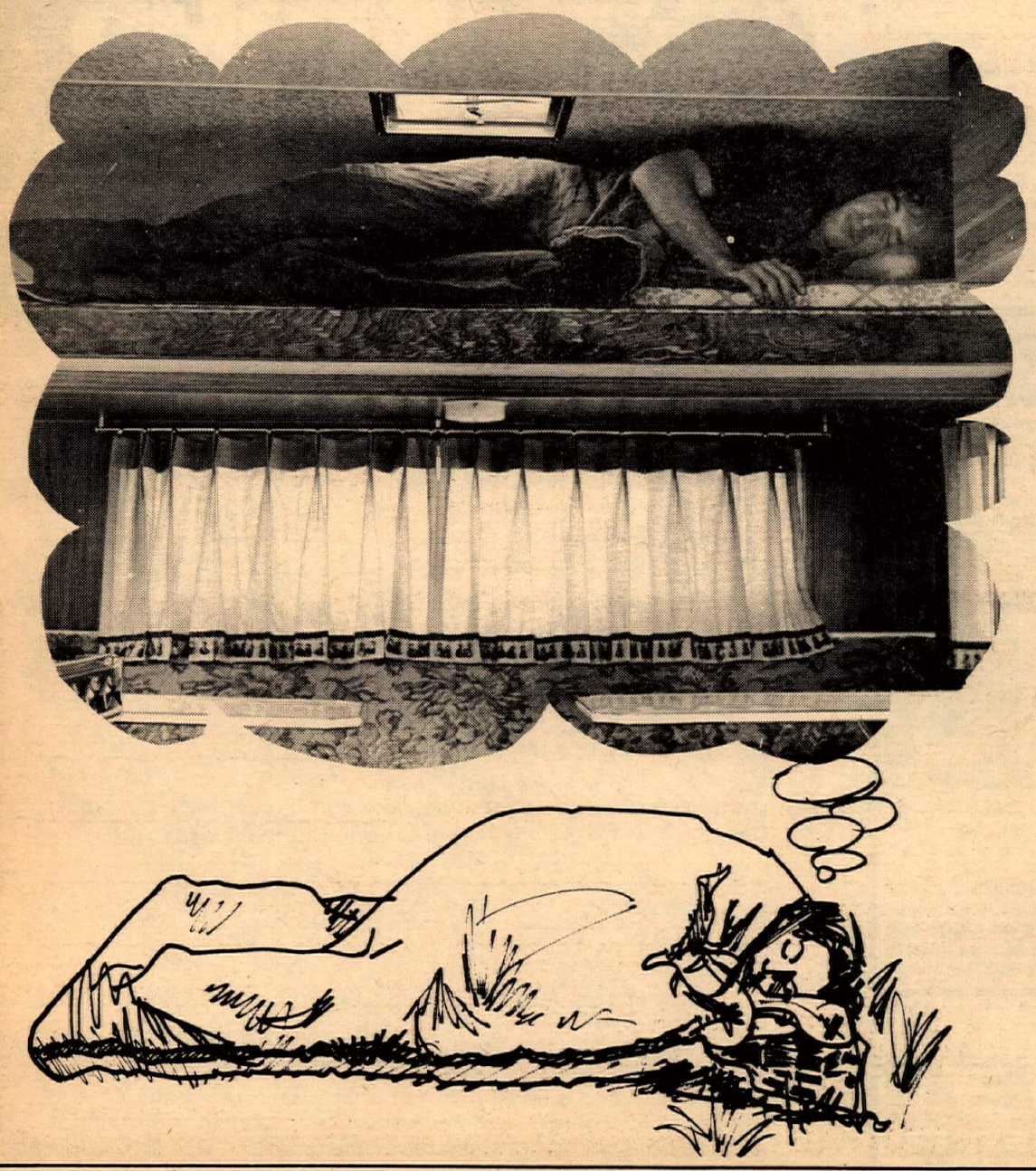
More than a month in the making, the program first covers the annual Salinas, Calif. Scrambles. There, some 650 riders challenge the closed half-mile dirt course offering tight turns, small humps and dusty straightaways. When the dust clears – a trophy for the winner and thousands of dollars for charity.

Next, the cameras move to the Bonneville Salt Flats for assaults on motorcycle speed records.

From Bonneville, the cameras move to Carlsbad, California, for motocross. Nearly 250 riders of all ages attack the course. In one class, a 14-year-old boy beats out a field of veteran riders.

The last event in the program is the "hare and hound." The hare is a trail marked with lime, stretching 190 miles.

CAMP-IN



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The travel trailer designed especially for motorcycle riders. No need to spend a small fortune for a truck and camper. Just hook up the family car to a "SMUGGLER" and accomplish all the things listed below:

Unusual Features:
- Plush living comforts while "Roughing it"
- Carries five large motorcycles
- 45 inch double doors provide easy loading and unloading
- Lift up floor protects all cabinets and upholstery from dirt and damage
- The "Smuggler" can be used as a storage area for your bikes at home
- This unique trailer can also double as a utility trailer (Haul the T.V., washing machine, couch, even the old piano.)

Available in four models:
- 14 S 6 (not self contained)
- 16 S 6 (semi self contained)
- 17 S 6 (Self contained)
- 19 S 6 (Self contained)

Standard Factory Equipment (All models)
- Custom drapes and upholstery
- Wall to wall Ozite "Indoor Outdoor" carpeting
- Double stainless steel sink
- Electric water pump
- Large capacity ice box (Butane or electric refrigerator self contained models)
- Ample water supply
- Butane storage tank (Double tank set-up self contained models)
- Self contained 12 volt lighting system
- Large wardrobe closet
- Sleeping facilities for six with seating for nine
- Large Pan O Rama View windows
- Electric brakes

Optional Equipment:
- Butane and/or electric refrigerator (Standard on self cont. models)
- Oven-Broiler combination (Standard on self cont. models)
- Chemical toilet (Standard on self cont. models)

Other Standard Equipment: (self contained models only)
- Hot and cold water with demand system water supply
- Bathroom with toilet, lavy and shower
- Thermostatic controlled heater

Journeyman TRAILERS

12400 Benedict Avenue
Downey, California 90242
(213) 869-6616

(Continued from page 2)

MOTOCROSS at Oak Creek Ranch, 10 mi. W. of Mojave on the Tehachapi Willow Springs Rd. 1 mi. N. of Cameron Cyn. Rd. $4 entry, $1.50 admission. Practice 7:30-9:30, race at 10. 100 Jr.-PP/125/250/Open – Jr/Sr. Cash to Sr., trophies to Jr. Info: (213) 376-4573.

MOTOCROSS by Carson City Desert Hawks, limed S. of Carson City, Nev., on 395 to Steward Turnoff. AMA sanct. $3 to ride, $1 to watch. Signup 8-10:30, race at 11. No pit racing. All Dist. 36 rules and classes. Info: (702) 882-5400.

ACA SHORT TRACK at Ventura Fairgrounds by Saddleback Sport Bikes. $300 purse. All Jr. & Sr. classes. Gates open at 9, signup 9:30-noon, practice 11:30-1:30, race at 2. $4 entry, $3.50 pitmen, $2.50 general. '71 ACA license required for riders and pitmen. Wear whites. Info: (714) 774-3222 or write ACA, 106 No. Claudina Suite 312, Anaheim, Cal. 92805.

SUN.-TUES., MAR. 21-23

MINT 400 for motorcycles and cars near Las Vegas, Nevada. $50,000 in prize money. Purse for m/c is $13,870. Info: (702) 385-7440, (602) 265-4228.

FRI.-SUN., MAR. 26-28

M/C SHOW, 1st Annual Utah Show, features custom bikes, show bikes, street bikes, and competition bikes. Dealer displays. At John M. Browning Armory, 625 E. 5300 South, Ogden, Utah. Info: Bob Eames, 5861 S. 2600 W., Roy, Utah. (801) 825-9856.

SUNDAY, MAR. 28

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Trophy MX Series. Off Hwy. 71 in Pomona, follow signs from Dudley St. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes five days before event. $10 post. Signup closes at 9:30, race at 10.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

MOTOCROSS by Jackrabbits M.C. at Irwindale Raceway. Go N. of 605 to Foothill Fwy, E. to Irwindale Rd., turn rt. to raceway. AMA Sanct., Dist. 37 pts. $3 mail entry to Steve Bell, 9721 Cedar, Apt. 3, Bellflower, Cal. 90706. $5 post, $1.50 gate.

ROAD RUN by TWin Wheelers M.C. limed from Vineyard Ave. turnoff Hwy 101 and 1 in Oxnard. $5 solo, $7 double. Navigation run, no freeways. 125 miles, first riders out at 10. Info: (805) 482-2669.

AMRA MINI-BIKES at Indian Dunes. Classes by age and horsepower. $2.50 entry to members, $3 non. Signup at 8, practice at 9, race at 10. Info: (805) 259-8000.

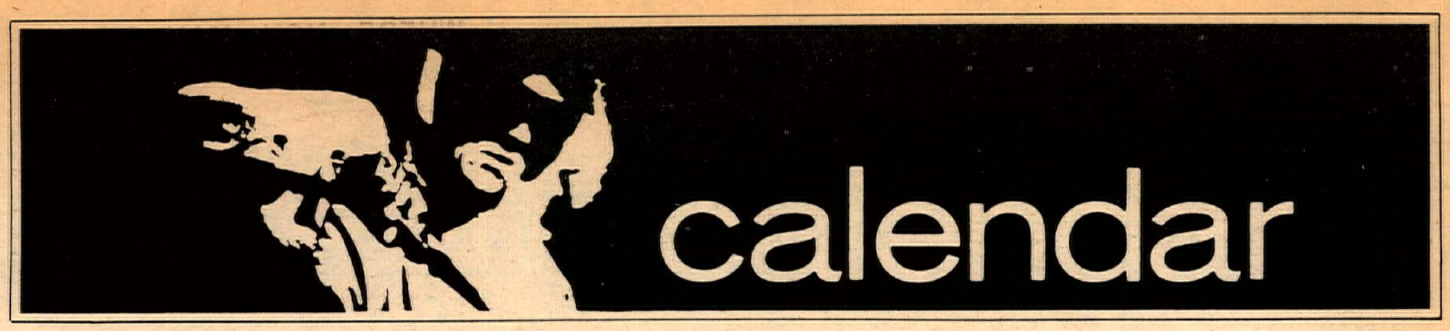
SCRAMBLES by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Info: (206) 274-6881.

TT RACES by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate.

ROUGH SCRAMBLES by HRA at new 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. $2.50 post entry only; HRA card required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate. Free overnight camping OK. HRA MX card accepted.

THE DESERT

RIDE IT AND ENJOY IT -
KEEP IT CLEAN -
SET AN EXAMPLE -
"ELMER'S BOY"
LOS ANGELES, CALIF.



POKER RUN by Modesto M.C. starts at Modesto M.C. Clubhouse on Culpepper Lane. AMA sanct. $2.50 entry. 80 miles. Signup 9-11, start at 11.

DRAG HILLCLIMB by South County M.C. of Gilroy at 7800 Cienega Rd., Hollister, Cal. AMA sanct. Signup 9-11, race at 11:30. $2 to ride or watch, under 12 $1.

MOTOCROSS by Sod Busters M.C. at Dehesa Speedway. $3 entry. Expert signup 9-9:30, Nov. 11-12:30. Take Interstate 8 to Harbison Canyon Rd. E. of El Cajon, Cal., and follow signs. Info: (714) 444-1721.

SAT. & SUN., APR. 3-4

MOTOCROSS by Dirt Diggers North at Hangtown in Plymouth, Cal. $4000 in cash/merchandise. Sr. $10 mail to Box 699, Loomis, Cal. 95650 closes Mar. 24; post $15. Jr. $5 mail, $7 post. Jr. ride Sat. and top riders transfer to Sun. with Sr. 125/250/Open/Dinosaur/Sidehacks. Camping OK, bring water. MX school on Fri. Info: (916) 652-7800.

PONDEROSA HARE SCRAMBLES by Grehounds M.C., starts 15 mi. E. of Lancaster on Ave. "J". 10 a.m. start. 40% trophies to trail, 125 and Open plus contingencies. Info: (213) 367-2907.

SUNDAY, APR. 4

CMC MOTOCROSS at Osteen's Bike Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes 5 days before event. $10 post. Signup closes at 9:30, race at 10.

EUROPEAN SCRAMBLES by High Siders M.C. limed from N. Jefferson St. Overpass on Interstate 10. $3 post entry. Signup & pract. 8-9:45, race at 10. Benefit for Angel View Crippled Children's Hospital. Info: (714) 347-6588.

TT RACES by Hi Boots M.C. at Dehesa. AMA sanct. Dist. 38 pts. 125/250/Open – Nov/Jr/Ex. Trophies only. AMA and Sports Committee card required.

HANGTOWN 71 is BOSS

american
cycle
association
presents

MOTOCROSS
March 14th – Saddleback Park

March 21st – Carlsbad Raceway

April 18th – Carlsbad Raceway
May 16th – Carlsbad Raceway
June 20th – Carlsbad Raceway

For further info. see calendar or phone ACA office 10-6 M-F (714) 774-3ACA

HARE & HOUND by Knight's M.C., 15 mi. E. of Elko, Nev., on I 80 (US 40), take Rydon Exit to Hidden Valley Dude Ranch. $10 entry, $250 prize to first overall. $5 entry for 125 Jrs. Camping and hotel rooms available. Info: (702) 738-7829.

GRAND PRIX by Cliffhanger M.C. limed from San Jacinto, Cal. $10 mail entry to Box 2024, Hemet, Cal. 92343 on standard Dist. 37 entry blanks with 2 self-addressed, stamped envelopes. $20 post. All bikes must be in impound area by midnight, Apr. 3. Camping available.

TT RACES by HRA at 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. $2.25 post entry only. HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate. Free overnight camping OK.

ENDURO by Ridge Runners M.C. with start at Harvey West club house in Santa Cruz. Approx. 120 mi. All machines must be street legal as course is combined street and trail; trials tires recommended. First rider out at 8:01. $5 mail entry to Road Runners M.C., Box 121, East Santa Cruz, closes March 28. $10 post. Limited to 750 riders. AMA sanct.

MOTOCROSS by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. $3 post entry only; HRA membership required ($1.50). New members accepted race day but ride pie plate expert. $1.50 gate.

ACA ROAD RACE at Willow Springs. $8 mail entry to 106 N. Claudina Suite 312, Anaheim, Cal., 92805 closes 2 days before race. $15 post. Add $1 for each additional class or machine. $2 gate fee. Pits open at 8, race at 10:30. Info: (714) 774-3222.

SADDLEBACK park

RIDE TO YOUR HEART'S CONTENT

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Acres of fun

RENTALS. You can rent anything from a Honda Motosport 100 ($4 per hour) to a 50 minitrail ($3.25 hr.) as well as helmets ($1 a day), secured and insured storage for your cycle and riding gear ($8 a month) or a house for your club meetings (free during business hours or special times to be arranged.
NEW TRAILS. About 40 more miles of new trails have been blazed. This is in addition to the familiar trails and the motocross course, scrambles course and mini-scrambles course.
FIRST AID. A completely stocked, staffed-by fireman first aid center has been established in a new building erected for the purpose.
LOCATION. Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right 1½ miles to entrance opposite state fire station.

(714) 639-5832

TT & FLAT TRACK 50-lapper plus Dune Buggies at Trojan Speedway. Info: (213) 923-9132.

SAT. & SUN., APR. 10-11

WILD M/C WEEKEND by Owyhee M.C. in Boise, Idaho, follow signs from the North End of Harrison Blvd. AMA sanctioned events. Signup for Sat. 50-mile Hare Scrambles at 6:30 a.m., race at 7:30 at Little Gem Cycle Park. Sportsman Motocross at 1 p.m. at Owyhee M.C. Grounds. Sportsman 1/8th mile track under lights at the club grounds begins at 8 (signup at 6). Sunday: PNTA sanct. Trials at club grounds begins at 9 (signup at 8) and 17th Annual TT races at 1 p.m. with signup at 9 and time trials at 10:30. Info: (208) 344-7741, 345-2975.

SUNDAY, APR. 11

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes 5 days before event. $10 post. Signup closes at 9:30, race at 10.

TROPHY PICK UP

Your trophy pick-up $1.00 per week. Send to Cycle News.

March 13, 1971
LOST ANGELS M.C. – Trophy pres. for TT at Elsinore track at Elsinore track regular race, Sat. nite, Mar. 13th. Free beer. Info. 768-1058.

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CYCLE NEWS CALENDAR EDITOR, BOX 498, LONG BEACH, CA. 90801

It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

Date Of Event _____ Type of Event (TT, Motocross, Road Run, Etc.) _____ Sponsoring Club Or Promoter _____

Place (Location and State) _____ How To Get There (Hwy. numbers, Lime markings, Turn offs, Etc.) _____

_____

Sanction _____ Entry Fee and Mailing Address (With ZIP Code) _____

Additional Information (Sign-up times, classes, facilities, Etc.) _____

_____

Your Name _____ Phone Number To Call For Info: (And don't forget your Area Code) _____

MOTOCROSS
Carnegie Cycle Park
Feb. 21, 1970
By C.L. Cameron

125 NOV.
D. Raymond Sac
Mike Chancy Pen
Jim Turner Sac
Dave DeCAmp Hod
250 NOV.
T. Vohland Hus
John Geppis Yam
Al Robertson Oss
Gary Feldersen CZ
OPEN NOV.
Dave Scott Mai
Doyle Jester Mai
Greg Tyller Mai
Greg Johnson Hus
250 JR.
Dale Jones Bul
Allen Yarrow Oss
H. Hendry Oss
250 EX.
Dick Mann BSA
Randy Lackey Bul
Russ Powell Bul
Bill Trumbull Oss
251 OPEN JR.
Dave Longcor CZ
Gary Herwick CZ
Bruce Harris Hus
OPEN EX.
Jim Tanner Hus
Russ Powell Bul
Bill Verbisco CZ

MOTOCROSS
Azle, Tex.
Feb. 21, 1971
By Dodie Stingley

100 BEGINNER
Bobby Pickard Yam
125 JR
Terry Bradshaw Kaw
Murry Adams Yam
Ronnie Williams Bul
125 SR
Ole Finstad Pen
Randy Altman Pen
Anthony Jones Sac
250 JR
Terry Bradshaw Yam
Jerry Boren Yam
Don Hunt —
250 SR
Rocky Temmons CZ
Joe Rachel Mon
Gayle Bradley CZ
500 OPEN JR
Billy Weise CZ
Phil Oliver Hus
Bill Wood Yam
500 OPEN SR
Phil Snipes CZ
Ed Terrell Hus
Tom Eller Yam

TAG TEAM RACE
Rimtwisters M.C.
El Paso, Texas
Feb. 28, 1971
By Dane Askins

100cc
Dana Barnhard/ Hod
Wall Hill Hod
Bob Jones/ H-D
Bobby Woleslagle H-D
Tom McClure/ V-T
Dennis Cooper Hon
125cc
Larry Comey/ Yam
Dane Askins Yam
Terry Barnhard/ Pen
Kit Uinson Pen
Bill Cooley/ Yam
Tab Francis Hod
250cc
Lynn Garland/ Yam
Quinton Anderson Yam
Leon Day/ Oss
Mike Day Oss
Terry Ryan/ Oss
John Aston Oss
OPEN
Harry West/ Mai
Dee Godwin Mai
Keith Leighty / Hus
Randall Dodson Hus
Norm Spatz/ Bul
Fred Castrin Mai

THE LONGER YOU WAIT FOR CYCLE NEWS, THE SOONER IT COMES.
****

Brian Kenney is leading the Winter-AMA Series, and he uses TC oil. Shouldn't you?

... these riders do: Al Settles, Ron Moore, Gary Bailey, and Ronnie Rall

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Sport Lube Specialties, P.O. Box 629, So. Gate, Calif. 90280. 213–863-7786.
Poly-Oil and Lube Distributors, 4610 W. Indian School Rd., Phoenix, Ariz. 85019. Ph. 606–278-6368.
Cycle Speed, 3201-D Orange Grove Ave., North Highlands, Calif. 95660. 916–481-0808.
Competition Products Co., 1757 Foothill Dr., Salt Lake City, Utah 84108. Ph. 801–484-5524.
Texas Cycle Distributors, 5216 Whitesettlement Rd., Fort Worth, Texas 76114. Ph. 817–732-5181.

INDOOR SHORT TRACK
Monroe, Wash.
Feb. 14, 1971
By Linda Fleming

125 EX. "A"
Steve Baker Yam
Ken Sears Bul
Don Pitts Hon
125 EX. "B"
Duane Hendrickson Mai
Darrel Hendrickson Kaw
250 EX. "A"
Randy Skiver Hon
Steve Baker Yam
George Leonard Yam
250 EX. "B"
Hugh Fleming Bul
Randy Sullivan Hon
MINI – A
Mike Thompson
OVER-MINI
Mike Thompson
POWDER PUFF
Bernadette Hendriks

EUROPEAN SCRAMBLES
Bend, Ore.
Feb. 14, 1971
By Larry Ulrich

BEGINNERS CLASS
Rick Oliver Hon
125cc CLASS
Rick Limbeck Sac
Randy Limbeck Hon
Bill Becker H-D
250cc CLASS
Mike Ahalt Hus
Jim Watts Hus
Duke DeLay Gre
Craig Davis Yam
OPEN CLASS
Doug Aiken Mai
Frank Sunada CZ
Bill Lipscomb AJS

TT SCRAMBLES
Elsinore, Calif.
Feb. 27, 1971
By Lorri Lee

MINI
T. Kearns
D. Pettit Yam
POWDER PUFF
L. Fuller Kaw
V. Conley Kaw
100 NOV. NOV.
D. Morehouse Sac
B. Tolson Kaw
T. Drummond Hod
125 NOV. NOV.
F. Gordon Tri
B. Macy Ric
L. Prielpp Yam
D. Morehouse CZ
100 NOVICE
A. Pettit Yam
M. Doupont —
D. Ray Kaw
125 NOVICE
J. Haselwood Bul
R. Sexton Yam
S. Mullenaux Yam
200 NOVICE
R. Conner Yam
B. Cervera Bul
200 NOVICE
R. Conner Yam
B. Cervera Bul
250 NOVICE
J. Vandergeest CZ
R. Goade Bul
B. Pritchard Kaw
D. Rees Kaw
G. Kantor Kaw
G. White CZ
OPEN NOVICE
L. Schwimmer Yam
B. Rich Mai
100 EXPERT
J. Brackman Kaw
C. Fruchey Kaw
125 EXPERT
R. Dobbins Yam
D. Dobbins Yam
250 EXPERT
S. Mudd Bul
S. Sivadge Yam
V. Hannon Kaw
M. Hannon Bul
OPEN EXPERT
V. Hannon Tri
D. Davis Bul
SPEC.
S. Sivadge Yam
V. Hannon Tri
SWEEPS
V. Hannon Tri

MOTOCROSS
Tijuana M.C.
Feb. 28, 1971
By Daniel Mata

125cc
L. Mellgren Sac
Herb Shear Bul
B. Shear Hod
175cc
L. Mellgren Sac
Steve Parsons Yam
L. Ayers Yam
250cc
Mike Stephenson CZ
T. Mendel A-E
Robert Henry CZ
500cc
Mike Stephenson CZ
Tom Omelina Hus
Ken Herrett Yam
OPEN
Mike Stephenson CZ
W.C. Thornton Bul
Robert Henry CZ

CMC MOTOCROSS
Oak Tree MX Track
CMC North
Feb. 28, 1971

125 JR. DIV. I
J. Yunger Sac
M. Allen Bul
M. Collins Ric
R. Pocock Yam
125 JR. DIV. II
J. Higgins Bul
D. Ronsse Sac
K. Germain Bul
D. La Bare Pen
125 INTER/SR
Bill Grossi Sac
R. Huffman Ric
J. Jensen Puc
G. Higgins Yam
250 JR. DIV. I
H. Hendry Oss
A. Kaindl CZ
D. Sanders CZ
J. Cooney CZ
250 JR. DIV. II
N. Tawne CZ
D. Luggw Hus
Kelline Kaw
250 INTER/SR
C. Carter Mai
G. Hubbs CZ
R. Self CZ
S. Marsh CZ
500 JR
R. Williams Hus
D. Urban Hus
D. Cook Mai
D. Sorensen CZ
500 INTER/SR
B. Grossi Hus
B. Bowers Hus
L. Batestoni CZ
G. Johnson Hus

AMXT CONTRIBUTORS

Paul Collins
Nancy Cee
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Universal Accessories
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Al Rose
KK M/C Supply
Tim A. Finnegan
Donald E. Gheen
Larry Clark Heckendorn
Mike Parks
Jackie Bolton
Steve Mysonhimmer
A. H. Anderson
Richard J. Pence

SCRAMBLES
Monroe, Wash.
Feb. 28, 1971

A MAIN EX. 125cc
Steve Baker Yam
Todd Dearinger Hod
Darrel Hendrickson Kaw
B MAIN EX. 125cc
Dean Fairall Bul
Charles Strayer Pen
A MAIN EX. 250cc
Steve Baker Yam
Gary Kapus Kaw
Claude Hislop Yam
B MAIN EX. 250cc
Duane Hendrickson Mai
George Leonard Yam
MINI MAIN
Kenny Pitts
OVER-MINI MAIN
Lynn Mintyala
POWDER PUFF MAIN
Virgina Spencer

MOTOCROSS
Arizona Desert Raceway
Phoenix, Arizona
Feb. 28, 1971
By Sheri Ellis (P)

125 JR
Larry Tucker Suz
Steve Kalasz Sac
Eric Blurt Pen
125 SR
Chuck Lampe Car
Rick Kraft Hon
Milton Ellzey Hon
250 JR
Ron Saum Yam
John Kozlik —
Craig McCann Gre
250 SR
Ron Shuman Hus
Jack Doverspike Mai
Roger Kloeppel Gre
OPEN JR
Mike Banbury Yam
Jerry Brandon Yam
OPEN SR
Dennis Himes Gre
Rick Badger CZ

HRA TT
Huntington Bch., Cal.
Feb. 28, 1971 (P)
By Rich Hoffman

100cc NOVICE
Gary Johnson
Jack Freeman
125cc NOVICE
Steve Young
Roger Dobbins
250 NOVICE
Dan Corbett
Tony Herrera
OPEN NOVICE
Brian McMillian
James Russell
100 EXPERT
Rich Sweaney
Bob Farmer
125 EXPERT
Rich Sweaney
Robert Butt
250 EXPERT
Ron Powell
Tom White
500 EXPERT
Ron Powel
Brian McMillian

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MOTOCROSS
Bay Mare Park
Moorpark, Calif.
Mar. 7, 1971

100cc
Ken Zahrt Bul
Duane Blade Pen
Chris La Frehaye H-D
Frank Hough Hod
125cc JR. DIV. I
Rick Salmon Yam
Robert Foltier Sac
Larry Robertson DKW
Danny Wade Sac
125cc JR. DIV. II
Greg Robertson CZ
Ross Maeda Bul
Jim Stiles Ric
Tom Nelson DKW
125cc SR.
Larry Shoemaker Yam
Jim Dawson Yam
Tim Lande Bul
Vincent Clark Yam
250cc JR. DIV. I
Steve Oliver CZ
Craig Humber CZ
Jay Peacock CZ
John Mahoney Jr. CZ
250cc DIV. II JR.
Richard Foslay Mai
Scott Hartley Kaw
Lee Conklin CZ
Mark Cook Bul
250cc SR.
Steve Scott Bul
John Mahoney Ric
Bruce Baron Ric
Ron DeSoto CZ
OPEN JR.
William Fagan —
Mark Abbatoye CZ
Scott Pelkey Mai
Mike Fowler Mai
Paul Sviensen CZ
OPEN SR.
Mark Blackwell Hus
Jim West Hus
Gary Chaplin Mai

SCRAMBLES
Hayward M.C.
Hayward, Cal.
March 7, 1971 (P)

500/650 EX.
Jim Saitone Mai
Rodney Noorgaard Tri
Gary Comphel Mon
350/500/650 JR.
Thomas Fiori Mai
Leroy MacDonald Yam
Ron Orr Hon
500/650 NOV.
Gary Stevenson Tri
Bill Hardesty Tri
Steve Moyano Yam
350 NOV.
Don Rasmussen Kaw
Dave Rasmussen Kaw
250 EX.
John Gennai Oss
Jim Saitone Mai
Pat McCaul Puch
250 JR.
Nick Nazzisi Hus
Dennis Drew Bul
Larry Neff Oss
250 NOV.
No. 358G
Tim O'Brien Bul
John Martinez Yam
Robert Morgan Yam
175/200 NOV.
Pat Walker Bul
John Furtado Kaw
125 JR/EX.
Bart Macmurray Hon
Rich Johnson Hon
Jim Foley Yam
125 NOV.
Mark Smith Sac
Steve Sands Bul
Del Smith Car
Ron Mezzanta Yam
100 NOV.
Melvin Stordahl Hon
Danny Jensen Hod
Bill Clark Kaw

WINTER-AMA MX
Tallahassee, Fla.
Feb. 28, 1971

250cc
Gunner Lindstrom Hus
Gary Bailey Gre
Barry Higgins Oss
Jim Shotton CZ
Donald Smith CZ
Johnny Lee Hus
Joe Castango CZ
Zane Kent Oss
OPEN
Bryan Kenny Hus
James Weinert CZ
Goron Bowden Spr
Ron Stockman CZ
Peter Lamppu Mon
Rick Graszl Hus
Tom Gragg CZ
George Cunha Hus

LODI SCRAMBLES
Lodi, Calif.
Feb. 28, 1971
By Bill Spencer

100 NOV.
Dave Burton Kaw
Mike Jenning Kaw
Dennis Mulkey Suz
100 JR.
Gene Arnaiz Kaw
Scott Hendley Kaw
125 NOV.
Ron Rarey Bul
Dave Wells Bul
Steve Sands Bul
125 JR.
Steve Lungston Suz
Kim Jorgensen Suz
175 NOV.
Dana Perri Yam
Kelvin Deemer Bul
Jerry Davis Bul
200 NOV.
Pat Walker Bul
Paul Reid Bul
David Haughs Bul
200 JR.
Marty Webster Bul
Rich Rheingans Bul
Gary Tonda Bul
250 NOV.
Ken Curh Bul
Louis Egan Bul
John McIlmayle Bul
250 JR.
Roger Brymel Bul
Mike Shauk Bul
Bill Alexander Mon
250 EX.
Joe Henry Bul
Jim Crenshaw Bul
Bill Calicura Bul
350 NOV.
Dan Schooling Hon
Jim Anthony Hon
Phil DeCann Hon
350 JR.
Warren Hutchinson Hon
Thornton Smith Hon
500 NOV.
David Scott Mai
David Massi Yam
Gilbert Smith Yam
500 JR.
Dick Anderson Tri
Duane Bowling Yam
500 EX.
Jim Hubbard Yam
Mike Van Lienden Mon
Ray Huff Yam
650 NOV.
Henry Sanchez Tri
Pete Feicrert BSA
650 JR.
Jerry Martin Tri
Roy Meade Tri
650 EX.
Jim Brooks BSA
Bill Budde Tri
Charlie Stewart Ti

MOTOCROSS
Carlsbad, Cal.
March 7, 1971

500 JR.
C. Bean Mai
G. Erl Mai
B. Miller CZ
500 EX/INT.
P. deBenedetti Mai
J. Wilson CZ
G. Harris Hus
INTER.
B. Rhoades Hus
J. White CZ
250 JR.
G. Ackelson AJS
J. Schmidt CZ
K. Graham Oss
250 JR.
S. Walsh Hus
K. McGraw CZ
B. Lendl —
250 EX.
J. Wilson CZ
B. Urban Mai
D. Smith Mai
INT. 250
J. Bartley CZ
J. Pavick CZ
L. Vick CZ
125 JR. DIV. I
M. Roth Pen
K. Markley Sac
G. Martini Sac
125 JR. DIV. II
P. Welsh Yam
S. Henrichs Pen
B. Jeffries Bul
125 EX.
J. Wright Ric
B. Kulek Bul
L. Werroen Sac
125 INT.
M. Hoffman Sac
E. Armstrong Pen
L. Melgren CZ
100 JR.
J. McDonald Kaw
D. Laporte Ric
S. Haag Yam

WINTER SCRAMBLES
Centralia, Wash.
Feb. 27, 1971 (P)
By N. A. Williams

MINI MX
Mickey Dunlap Cap
Mike Niday Hon
100cc TROPHY DASH
Dennis Spencer Kaw
A MAIN
Dennis Spencer Kaw
Steve McCabe Kaw
Tim Tevis Suz
B MAIN
Guy Williams Hon
Matt Tibbitts Suz
125cc TROPHY DASH
Charley Strayer Pen
A MAIN
Charley Strayer Pen
Brad Tibbitts Yam
Greg Irwin Sach
B MAIN
David Warren Yam
Bill Sndey Yam
200cc TROPHY DASH
Bradd Tibbitts Bul
A MAIN
Bradd Tibbitts Bul
Dick Graham Bul
Brad Mills Kaw
250cc TROPHY DASH
Robby Ohge Mon
A MAIN
Robby Ohge Mon
L. Verdoova Bul
Rick Jones Mon
B MAIN
Jerry Stidham CZ
Jim Warren Yam
360cc/OPEN MX
Tom Hartman Hus
Jerry Ketchum Hus
Gene Cram Mon

MOTOCROSS
Lockhart, Tex.
Feb. 28, 1971
By Janet West

125cc NOVICE
Dan Weir —
Mike Brown Pen
Craig Glover —
250cc NOVICE
Robbie Robinson Yam
Don Rainey Hus
Robert Tuggle Hus
OPEN NOVICE
Bob Atkins Hus
Bobby Wilson CZ
Billy Caster —
125cc EXPERT
Freddy Hanna Pen
Steve Hackney Pen
John Casan —
250cc EXPERT
Bob Graham AJS
Jack Hicks —
Wayne Jones Hus
OPEN EXPERT
Bob Graham AJS
Scott Elliott —
Mike Murski Gre

GAMBLER ENDURO
Boonie Bounders M.C.
Las Vegas, Nev.
Feb. 28, 1971

Ken Lewis	-52	A	1st 250
Bob Steffan	-52	A	1st Open
Bud Howseman	-67	A	2nd Open
Bill Jones	-82	B	1st Open
Alan Covington	-96	B	2nd Open
Jim Long	-100	B	1st 250
Bill Lockshaw	-105	B	2nd 250
Larry Blake	-112	B	3rd Open
Casey Folks	-128	B	1st 125
Nelson Wiechmann	-133	A	2nd 250
Fred Hayes	-139	B	4th Open
Larry Garban	-167	B	4th Open
John Hively	-169	C	1st Open
Buddy Yates	-176	B	5th Open
Albert Schultz	-179	C	2nd Open
Ozzie Oswalt	-281	A	3rd Open

UNOFFICIAL FINISHERS
Jack Graham
Tom Scales
Jim Schaff
Ken Lewis Jr.
Dave Weston
Tom Spurlock
Rex Mays
Dave Ekins
Ron Schneiders
Al Hillan
Irvin Sinclair
Ron Storey
Clark Fuller
Red Van Buskirk
Dick Smith
Michael Sterling
Harry Oxley
George Hardin
Gerlad Albiston
Ken Kuwata
Phillip Connell
Edward Kimmell

TROJAN SPEEDWAY
OFFICIAL
March 5, 1971
By Eddie Smith

100 TT
Bob Sanders Kaw
Ron Byrd Kaw
Roy Widener Kaw
Rick Hutchins H-D
125 TT
Dan Corbett Bul
Bob Sanders Kaw
John Doyon Yam
250 TT
Dan Corbett Bul
Charles Gann Bul
Rick Goade Bul
100 FLAT TRACK
Bob Sanders Kaw
Kirk Redding Kaw
Larry Chapman Suz
125 FLAT TRACK
Bob Sanders Kaw
Dan Corbett Bul
John Doyon Yam
250 FLAT TRACK
Chris Smith Mon
Bill Racry Kaw
Jim Barnes Yam
100 TT TROPHY DASH
Rick Hutchins H-D
125 TT T.D.
Dan Corbett Bul
250 TT T.D.
Charles Gann Bul
100 FT T.D.
Kirk Redding Kaw
250 FT T.D.
Chris Smith Mon

MOTOCROSS
Bay Mare Park
Moorpark, Cal.
Feb. 28, 1971

100cc CLASS
Ken Zahrt Bul
Danny LaPorte Ric
Rick Durand Hod
125cc CLASS (DIV. I)
Brett Chapman Yam
Brad Blair Bul
Jon Hagar Bul
125cc CLASS (DIV. II)
Ross Maeda Bul
Ron Aceredo Yam
Ken Zahnt Bul
125cc SENIOR CLASS
Ron Rakisits Yam
Don Emler Ric
Soctt Hoffee Bul
250cc JR. (DIV. I)
Jon Miller Hus
Andy Lopez Bul
Steve Oliver CZ
250cc JR. (DIV. II)
Mark Cook Bul
Craig Humber CZ
Lee Conklin CZ
250cc SR. CLASS
Gary Jones Yam
John DeSoto CZ
Jim Wilson CZ
OPEN JR. CLASS
Larey Garley CZ
Ron Frescvre CZ
OPEN SR. CLASS
Mark Blackwell Hus
John DeSoto CZ
Gary Jones Yam

H.B. CYCLE PARK
Huntington Beach, Cal.
March 7, 1971
By Rich Hoffman

100 NOV.
Barry Porter
Jack Riggi
Rick Bean
125 NOV. DIV. "A"
Von Peterson
Dave Yaryan
Richard Legere
125 NOV' DIV. "B"
Bill Henderson
Roy De Winter
David Bonds
250 NOV.
Ron Clawson
Larry Furu
Mike Neisch
OPEN NOV.
Paul Mahnke
Dave Yaryan
Danny McKee
100 EX.
John Paulding
Ed Rogers
Steve Honeycutt
125 EX.
Lloyd Quintard
Vince Balch
Robert Dotson
250 EX.
John Siebrandt
Joe Erwin
Dick Stewart
OPEN EX.
Derek McLeish
Dennis Burkman
Rick Remelin

ACE MOTOCROSS
Junior Day
Indian Dunes
Mar. 7, 1971 (P)
By John Grout

POWDER PUFF
Joyce Soyka Hon
Janene Pennington Yam
Maxine Smith Suz
OLD TIMERS 0-75
Ed Poore Bul
Leland HOwell Yam
250
Carl Casanova Yam
Jim Burgess Mai
100 JR. DIV. I
George Yates Zun
Harry Miller Ric
100 JR. DIV. II
Scott Walker Hod
Pat Lyons Hod
100 JR. DIV. A
Bret Yager Hod
Tom Pinneri Hod
125 JR. DIV. I
Tom Cook Bul
Chris Mogensen Bul
125 JR. DIV. II
Bob Harley Sac
Tom Claire Yam
125 JR. DIV. A;
Charlie Mott Pen
Tom Grant Yam
250 JR. DIV. I
Chris Alberts Yam
Tom Cook Bul
250 JR. DIV. II
Scott Garrarrant Bul
Jon Martinson Bul
250 JR. DIV. A
Ken Myers Bul
Bill Stanley CZ
OPEN JR. DIV. I
Tracy Oswell CZ
Cliff Coleman BSA
OPEN JR. DIV. A
Randy Burak Gre
Bob Kane Hus
Steve McQueen Hus

TRIALS
Reche Canyon, Cal.
March 7, 1971
By Ron Szilagyi

Mark Eggar	Oss	25 Master Exp
Jeff Koskie	Cer	26 Expert
Bob Grove	Bul	27 Master
Rick Bledsoe	Bul	27 Master
John Walters	Bul	29 Master
John Sheehan	Mon	10 Amateur
Ray Sheehan	Mon	10 Amateur
James Redenbaugh Jr.	Mon	18 Amateur
Bill Robertson	Yam	21 Amateur
Mark Aumann	Bul	25 Amateur
Marvin Russell Jr.	Bul	26 Amateur
David Billby	Bul	26 Amateur
Tom Frnklin	Bul	28 Amateur
Jim Martin	Bul	31 Amateur
Carrol Harris	Bul	31 Amateur
Leroy Earl	Bul	31Amateur
Geo. Hutchinson	Bul	31 Novice
KIDS CLASS		
Rick Hansen	Bul	1
Dwaine Walters	Hon	2
Troy Robertson	Hon	3
Tim Koskie	Bul	6

HARE & HOUND
Sandblasters
Mar. 7, 1971
By Ben & Jody Egbert

HVYWT. EX.
Morris Norman Hus
Tom Muto Hus
Frank Russo Hus
LTWT. EX.
Tom Poteet
(1st overall) Bul
Mike Patrick
(2nd overall) Yam
L. Pfutzenreuter
(3rd overall) Bul
George Zuber AJS
Gary Griffin Bul
EX. TRAIL
Terry Clark H-D
Larry Roesler H-D
Mitch Mayes H-D
Cordis Brooks Hod
D.S. Martin Yam
JR. HVYWT.
Mike Mulconery Hus
JR. TRAIL Ho
Steve Mitchell Hon
NOV. HVYWT.
Jack Cothran Hus
Larry Luse Hus
Bill Smart Mai
NOV. LTWT.
Randy Klaasen Bul
C. Vandervoorde Hus
SIDE HACK
Ron Mathney/
Glen Lane 350 Hon

MATTERHORN
HILLCLIMB
Saddleback Park, Cal.
March 7, 1971
By Larry Huffman

60cc
Paul Hobgood Yam
Mark Pruitt Hon
90cc
John Bloom Suz
R. Sandberg Suz
Bill Cole Suz
100cc
Keith Meyer Hod
Don Wagner Kaw
P. Lambert Hod
125cc
Ken Parrott Ric
Andy Kirker Yam
T. Morgan Yam
250cc
Doug Hall Bul
Robert Orme Bul
Bill Berry Bul
360cc
Bill Bassett Hon
Gary Herman Yam
Jerry Gordon Yam
500cc
F. Breckenridge Hus
Neal Mackel Hus
Ed Shaver Hus
OPEN
Jerry Dunivin Tri
Neal Mackel Tri
Steve Richardson Tri
OVERALL ELIMINATOR
F. Breckenridge Hus

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PORTS. PIPES. HEADS
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Ph. 969-1550 Calif. 93103

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HONDA PIPE
Bassani Manufacturing
(714) 630-1821
1164 C FOUNTAIN WAY, ANAHIEM CALIF. 92806

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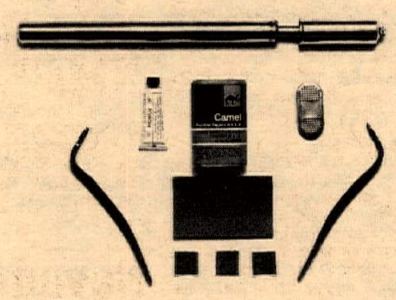

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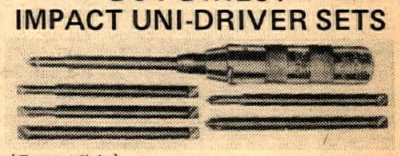

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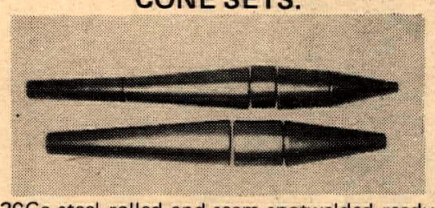

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